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BIRTHS.

Dec. 27, at Ealing, H. J. J. CHAMBERS, late of Foochow.

Jan. 1, at Stirling, N. B. J. GRAHAM, of Ker, Bolton & Co., formerly of Singapore, aged 65.
On the 1st Feb. at Singapore, the wife of P. J. KIRK, Straits Settlements Police, of a son.

MARRIAGES.

On 24th January, at the "Chateau-El" Synagogue, Oxley Rice, Singapore, by Rabbi Meyer Joseph, HANNAH, daughter of Mr. and Mrs. Elias Solomon, to N. E. B. EZRA, of Shanghai.

At St. Andrew's Cathedral, Singapore, on Feb. 1st, OLIVER MARKS, Federated Malay States Civil Service, Secretary to the High Commissioner F. M. S., and Private Secretary to H. E. the Governor, son of the late John Marks, Esq., of Croydon, Surrey, to VIOLET CATHARINE, daughter of the Hon. Sir Alexander Murray, Colonial Engineer and Surveyor-General, Straits Settlements.

On 2nd February, at H.B.M. Consulate, Shanghai, before Sir Pelham Warren, K.C.M.G., Consul-General, and afterwards at St. Joseph's Cathedral, by the Reverend Father Kennelly, S.J., GEORGE PAINE to MARGARET AGNES ROBERTS.

On the 2nd instant, at H.B.M. Consulate General, Shanghai, before Sir Pelham Warren, K.C.M.G., British Consul-General, GEORGE, son of T. Paine, of Highgate, London, N.W., to MARGARET AGNES ROBERTS, of Shanghai.

DEATHS.

At Berlin, on the 3rd instant, Mr. CARL HERMANN SNEATHLEY.

On the 2nd February, at Singapore, the infant son of W. E. PATTON and grandson of Mr. Samuel Tubby, aged 6 months.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, FEBRUARY 11, 1905.

HONGKONG'S FIRE TRAPS.

(6th February.)

It is needless to dwell on the harrowing details of the fire which occurred recently in a native medicine shop in Hollywood Road, and which at present forms the subject of Magisterial investigation. What does require notice is that the fate of the eleven people who lost their lives, overhangs hundreds of families in the densely populous quarters of Hongkong which have not yet been rebuilt. In his evidence before the Magistrate on Thursday last, the husband of one of the deceased said he was unable to find a way of escape from the burning building until a relative pulled down a partition between the premises and an adjoining house. There is not room for much doubt that if a blaze is fairly started at night in some of the older tenements of the Hollywood Road type, it is a certain moral impossibility for the whole of the occupants of the upper storeys to make their escape. Such premises are, of course, gradually disappearing, to have their place taken by buildings constructed under the new Public Health Bill, and under the strict supervision of our Government authorities. It will be a long time, however, before danger is overcome in this way by the efflux of time, and it should not be an impossibility to insist upon certain elementary safeguards in old property which is not yet destined to demolition. A fixed iron ladder from the top storey to the roof and some provision whereby tenants on the second storeys can make good their escape to the floors above should represent the minimum of precaution, and landlords who fail to make this provision of their own accord should be placed within the reach of compulsory powers. The narrow staircase, seen in so many of our native houses, is a flue up which the warm air draws flames from a burning floor below to the storeys above, and down which it is impossible for pent up victims to get away from almost certain death.

CONCERNING CHURCHUSES.

In the communication recently addressed by Russia to the Powers on the subject of the neutrality of China it is asserted that it has been ascertained many times: (a) that bands of Churchuses, operating in neutral territory were commanded by Japanese officers; (b) that a whole detachment of these Churchuses have been enrolled on instituted methods, and are in the pay of the Japanese Government; and (c) that Japanese military instructors are constantly making private agreements among the Chinese soldiers stationed along the northern boundaries. It was generally believed, at the outbreak of hostilities, that the Japanese would contrive to enlist the Churchuses, the brigands of Manchuria, on their side, for the purpose of harassing the Russians, and cutting communications, in the style of the Boers in our South African war. In such an event the Russians would be fighting in a hostile country, a fact which could not fail to have considerable influence upon the course of events. Japan's reply to the Russian note emphatically denies the assertions, declaring that it has been repeatedly ascertained that these allegations are one and all wholly and absolutely without foundation, and that Russia cannot produce any evidence worthy of credence to support their so-called ascertained charges. If we recollect aright, it was Mr. Simpson, of the London Daily Telegraph, accompanied by an American officer, who declared that he had visited a Churchuse chief, who informed him that there were ten thousand of them actively engaged under Japanese direction and for whom they were busily engaged collecting information. At the time distinct interest and importance was attached to the news, but the reply of Japan has clearly shown the contradictory character of some of the reports sent home, and goes a long way to emphasise the fact that, despite assertions to the contrary, the forces of the Mikado have been putting up a square fight in Manchuria during the past twelve months, and one, moreover, that can survive the penetrating searchlight of adverse criticism.

COMMERCIAL EDUCATION.

(7th February.)

The headmaster of one of our local colleges made the assertion on the occasion of the annual prize distribution at his institution that the object of many of the schools in Hongkong seems to be solely to fit Chinese for service as clerks and compradors. He went further and declared that, while appreciating the value of history and geography as well as of English and mathematics to both the industrial and literary students, he was bitterly disappointed to find on coming to the Colony that not one of the many students who applied for admission to the College was able to pass a satisfactory examination in the subjects which have for so long been taught here. Should this statement be allowed to pass unchallenged and find its way to other centres a satisfactory impression will not be created either of the method of educating the youth of the Colony or of the success of the various institutions devoted to the training of our boys. On the same occasion opportunity was taken to differentiate between classical scholars and those being fitted for actual work in life. It will be recognised that while at home, where such a variety of professions are open to successful candidates in classics, here in Hongkong and in China it is the business training received by a young man that will carry him through life. Of course, there are many people who believe that the best way to become the head of some great industry is to begin as a small boy by sweeping out an office. Commercial education in itself will certainly never make a successful business man, for the qualities which have brought success to men like Sir Alfred Jones and Sir Thomas Lipton are in a large measure natural gifts; but there cannot be the least doubt that systematic education must tend to develop whatever business-like qualities a youth may have, and do much to equip him for a commercial career. It is this sort of education that we desire especially in Hongkong, where it is becoming more and more necessary for a young man who enters a mercantile house, and wishes to rise to a higher position than that of an ordinary clerk, that he should receive a sound training on matters relating to business. We realise that in many secondary schools at home the commercial education given is not only of no great value in itself, but entails the sacrifice of various subjects which it is just as well the pupil should know something of, while for many of the so-called commercial schools, they do little more than supplement a defective elementary education and seldom train a youth to be more than an efficient clerk. In our opinion a commercial education worthy the name can only be acquired after the student has received a good secondary education, just as is the case in preparing for one of the professions. Some of the schools of the Colony are imparting knowledge from which scholars intending taking up the higher forms of commercial education should benefit, and though at present we have not the means of developing the ideas thus formed the time may yet come when the youth of the Colony will be able to receive special training in the various branches of commerce they feel themselves best adapted to enter.

THE HEALTH OF THE COLONY.

(8th February.)

Those members of the Press in several Oriental ports who have occasionally allowed themselves to become hysterical over the appearance of various forms of communicable disease in Hongkong, will be surprised, perhaps, to learn that in this "perennial pest port of the Far East, the natal place of plague, Asiatic cholera, small-pox, and every other zymotic ill that Chinese flesh is heir to," disease is by no means so prevalent as they would lead us to believe. This interesting fact is brought to notice to-day by the publication of a return showing the number of cases of communicable diseases which have been notified as occurring in the Colony during the week ended the 4th inst. It is by far the blackest record that has been issued for many months, and really places the Colony in a much worse position than is usually the case during the period when epidemic plague is supposed to exist. During the seven days, ended Saturday last, four Chinese died of plague, and as but two cases have occurred since, the number on record since the beginning of the year is only fifteen. Small-pox has increased slightly, though nothing like to such dimensions as some alarmists try to make out. During the week there were seven cases all told two of which had a fatal termination. Five of the sufferers were among the European community, one was a Chinese case and the other was that of a Filipino. We are not told whether either of these cases was imported from Shanghai, where, by the way, according to some of the Northern journals, an epidemic of small-pox at present exists, and in the absence of such information we must arrive

at the happy conclusion that not even a "trivial case" has been brought in steamers from the Model Settlement. Diphtheria, re-appearing fever and scarlet fever each add one case to the returns, making for the week, in a Colony with a population numbering close upon three hundred thousand inhabitants, fourteen cases of communicable diseases with but six deaths, four of which were from plague—the most fatal disease found in Hongkong. Those who understand so thoroughly the loving interest of British residents away from the Colony in our welfare, will smile at the frequent agitated inquiries as to the health of Hongkong and its cosmopolitan community.

THE RUSSIAN REFORMS.

(9th February.)

The news concerning Russia's internal condition still continues ominous of the gravest evil. The strike movement is spreading in all directions, and the parties endeavouring to arrive at a settlement on the question of internal reform now appear to be opposed on the terms of their addresses submitted to the Tsar. The Emperor is undoubtedly confronted with a political dilemma which seems almost insoluble, and it is hardly to be wondered at if he rejects the advice often urged upon him by the extremists, to endow the Russian Empire with representative institutions to the Russian peasantry. Nominally the Tsar is an absolute monarch, but as a matter of fact he falls far short of being complete master of his political actions. He is compelled, for the sake of the peace of the Empire, to bow more or less to the behests of the Russian bureaucracy, an element that represents vast wealth and influence. This is particularly true just now when Russia is engaged in a titanic struggle with Japan. A sharp cleavage in the ranks of this powerful element at the present time could only furnish aid and comfort to Russia's formidable foe and lead to demoralizations at St. Petersburg. These considerations have evidently had great weight with the Tsar in his refusal to sanction any breach in the existing form of Imperial government. The main thing at present is the preservation, as far as possible, of the prestige of the empire. It must be remembered that, in the first place, Russia, as a whole is entirely unfit for a representative system, and the excuse for denying it to the people on the ground that they would not use it wisely will not be received by the outside world without some degree of satisfaction. But, of course, there is no reason why Emperor Nicholas might not to a very considerable extent satisfy the force aspiration for more freedom, which is now to be found in a large section of his people, while at the same time not letting go of the present system of centralised government which he and his advisers believe essential to the existence of the Russian Empire. He might largely liberalise his system of government, while retaining unimpaired his absolute and autocratic control of all things Russian. We recognise that it will be practically impossible to cut up the Empire and treat one part as the Central or Mother Country and the rest as Crown Colonies, but if attention were directed to the Government of India it would be seen that that is the only other civilised government in existence as centralised and as autocratic as that over which the Tsar reigns. If it were only possible for the Emperor of Russia to infuse something of the spirit of the India bureaucracy into his bureaucracy there is no reason whatever why the restless portion of the Russian people should not find a very great amount of relief. They might still call for more liberty, but there would be less vitality in the cry, and the leaders of the discontented might find it much harder to get recruits. The unsatisfactory condition of the Empire has been shown by the refusal of the government to allow her millions to participate in the administration of affairs. The people will not rest satisfied with the Tsar's promise to do what they have not demanded by raising the peasants, the late serfs, a step in the scale, by putting them on an equality with the rest of his subject. They have asked for more and this time appear determined to have their demands satisfied.

"BEYOND THE PALE"

We regret extremely that, so far nothing appears to have been done towards assisting two unfortunate Englishmen who by reason of the operation of the United States Immigration Law have been stranded in the Colony and are now living a miserable existence in the House of Detention.

The facts under which they were refused permission to enter upon their employment in the Philippine Islands have already been made public in our columns, and investigations subsequently made by a member of our staff furnishes sufficient proof that these men have come by misfortune through no fault of their own. At home they were in constant employment, earning good wages and enjoying the respect of all who knew them. Tempted by increased remuneration they decided on going to Manila, and having entered into agreements with agents in London, obtained their passages to the East, and were ready to start work, when the provisions of certain enactments were put in operation against them, and thus prevented them from earning their living and, in one case, of contributing to the support of a wife and family at home. Benevolence is very much in the air at the present time, and we feel sure that, where an instance of destitution deserving of financial assistance is brought forward it will not be permitted to pass unheeded. Apparently, the men are beyond the pale of help under the new scheme adopted by the Hongkong Benevolent Society which would remove them from their present undesirable home, but if any public spirited gentleman would come forward and act as treasurer of any fund started in their behalf we are convinced that there would be a hearty response to the appeal. We have been privileged by the Colonial Secretary to peruse the contracts and papers under which the men were brought out and realise that their case merits the consideration of the charitably disposed. Their present situation is piteous and humiliating beyond words, and although it is not our fault that they are suddenly thrown without employment in our midst, it will be our fault, if not our disgrace, if now that we know the facts, we do not, each and all, do everything in our power to help them tide over their difficulties, and get back to their homes in England.

TELEGRAMS

"HONGKONG TELEGRAPH" SERVICE.

OUTRAGE IN FINLAND.

ATTEMPTED ASSASSINATION.

[From Our Own Correspondent.]

LONDON, 6th February, 5.30 p.m.

An attempt has been made to assassinate M. Johnson, the Procurer of the Finnish Senate at Helsingfors. It was at first reported that he had been killed, but subsequent investigations showed that his son was wounded, while the Procurer was himself unhurt.

Opium for China.

[From Our Own Correspondent.]

BOMBAY, 8th February.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 652 chests of Malwa opium. Prices are as follows:—

Malwa (New) ..	Rs. 1,600
" (Old) ..	1,780
" (Older) ..	1,880
" (Oldest) ..	2,080

THE WAR.

RECENT FIERCE FIGHTING.

THE CASUALTIES.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, 2nd February, 8.40 p.m.

Marshal Oyama, reporting the details of fierce fighting from the 25th to 29th January when the enemy was driven to the right of the Hunho, says that the enemy consisted of the First Siberian Army Corps, the Second and Fifth Brigades of Sharpshooters, a part of the Eighth Army Corps, the 6th Siberian Reserve Division and some Chasseurs, etc., making in all a total of at least seven divisions with one cavalry division.

Our casualties were about 7,000; the enemy's losses were also considerable. The prisoners say that the four regiments of the Russian Infantry were nearly annihilated, many of the companies being reduced to twenty or thirty men each; the total Russian casualties must be at least 10,000.

CONTRABAND OF WAR.

AN AMENDED ORDER.

Writing under to-day's date, Mr. M. Noma, Consul for Japan, states that he has received an official telegram from Baron Komura to the effect that the Order of the Japanese

Naval Department regarding the articles of contraband of war, which was promulgated on the 26th February, 1904, has been amended to the effect that in article 2 of the said order the words "clothing and its material" will be added after the word "liquor," and that the words "and other kinds of fuel" will be added after the word "coal."

[Article 2 now reads as follows:—The following articles shall be treated as contraband of war only in case they are destined for the enemy's Army or Navy, or being consigned to the country of the enemy can be considered as intended for use of the enemy's Army or Navy:—

Provisions, liquors, clothing and its material, horses, horse equipment, timber, currency, gold and silver bullion, fodder, waggons, (heavy) coal and other kinds of fuel, and the material for the construction of telegraph and telephone lines and railways.—ED., 11/2/05.]

HUMPHREYS ESTATE AND FINANCE CO., LTD.

MEETING OF SHAREHOLDERS.

Tell inst. The nineteenth ordinary annual meeting of shareholders in the above Company was held at the Company's registered office, Alexandra Buildings, at noon. Mr. Henry Humphreys presided, and there were present Messrs. J. A. Jupp, H. W. Slade, Ho Tung, J. S. van Buren, A. G. Wood, J. Scott Harston, E. Georg, A. A. da Rosa, Ho Fook, J. W. C. Bonnar, E. H. Hinds, W. H. Gaskell, L. S. Lewis, J. Summers, and J. L. Cotter (Secretary).

The notice convening the meeting having been read, The Chairman said:—Gentlemen: The report and statement of accounts have been in your hands for some days, so, with your permission, I will take them as read. The result of the year's working may, I think, be regarded as satisfactory. From very humble beginnings this company has gradually worked its way into a strong and sound position and one that compares favourably with any other undertaking of a like nature in the Colony.

If we had greater banking facilities, we could produce better results. Your general managers and directors trust before long to be able to make arrangements to place the company on a better footing in this respect. There is not much in the accounts that call for explanation. You will note that amongst the liabilities, insurance reserve fund has been increased by \$3,385.93; an amount which represents the risks underwritten by the company itself during the past year. Turning to profit and loss account the only item that calls for comment is exchange \$7,152.59 which figures on the credit side of the account. This has been brought about by paying off a mortgage of \$10,000 on one of our properties at Kowloon and represents actual realised profit. I have nothing further to add, but if any shareholder has any questions to ask, I shall be pleased to answer them.

There being no questions, the Chairman moved the adoption of the report and accounts. Mr. E. Georg seconded, and in doing so said he must congratulate the general managers and shareholders on the excellent showing of the year, and he trusted that the year now commenced would show an equally good report (Hear, hear).

The resolution was unanimously carried. The Chairman proposed, and Mr. Ho Fook seconded, the re-election of the retiring directors:—Messrs. J. S. van Buren, J. Scott Harston, H. W. Slade, A. G. Wood, and Ho Tung—and this was agreed to.

Mr. Jupp proposed the re-election of the auditors, Messrs. W. H. Gaskell and W. Hutton Potts.

Mr. J. W. C. Bonnar seconded, and the motion was adopted.

This was all the business, the Chairman announcing that dividend warrants were now ready.

THE WEI-HAI-WEI GOLD MINING CO., LTD.

RE-CONSTRUCTION DECIDED UPON.

An extraordinary meeting of the shareholders in the above-named Company was held at Shanghai on 2nd inst. for the purpose of considering special resolutions with a view to the wind-up and reconstruction of the Company.

There were present Messrs. Marcus Wolff (Chairman), J. M. Young and Capt. Doble (Director), R. N. Macleod (Legal Adviser), C. E. Cunningham (representing the Secretary), and others representing, with proxies, 9,541 shares.

Mr. Macleod read the notice convening the meeting. The Chairman—The first business is to elect new directors. I believe Mr. Taylor has some names to propose; each one must be proposed separately.

Mr. Taylor—What about the present directors? The Chairman—We retire at once as requested; of course we shall give what advice we can to the new directors.

Mr. Taylor—But no new directors can be appointed to take office till after the confirmatory meeting; isn't that so? Mr. Macleod—No, Sir; the object of this meeting is to elect new directors; Mr. Wolff will remain in the chair during this meeting and the new Chairman will take the chair at the confirmatory meeting. It may as well be understood at once that if the new directors do not begin to do something soon, there is no use in appointing them at all, for the liquidator will take over everything.

Mr. Taylor then proposed, and Mr. H. Morris seconded, that Mr. E. S. Little be appointed a director.

This was carried nem. con.

On the proposition of Mr. Taylor, seconded by Mr. Morris, Mr. F. C. Hoffer and Mr. L. R. Burkhardt were severally elected directors nem. con. Mr. Macleod then read a statement of accounts which had been prepared to show the present liabilities and assets of the Company. The two sides, he said, as nearly as possible balanced, the only doubt was in regard to the concentrates which were assets which could not be realised for some months. They had been put down at \$6,000, which was the value placed upon them by the sub-committee which was recently appointed to go into the position of the Company. Including that sum the assets were now estimated at \$12,911.50, and against this the present liabilities were estimated at \$12,469.64. These figures did not include the value of the land, the mill, the

chinery and various tools and stock at the mines, which the Company did not want to sell. The new Company was to carry on operations. As the concentrates could not be realised as yet, as already stated, the Company must consider themselves by that much at present unable to meet their liabilities; but including the value of the mill and other properties, the Company was a little more than solvent.

The Chairman asked for comment on the statement, and there being none forthcoming, proposed the first resolution as follows:—
That it is desirable to re-construct the Company and accordingly that the Company be wound up voluntarily.

Capl. Dobie seconded and the resolution was carried nem. con.

The Chairman then proposed the second resolution, and said that Mr. Young would second it. The resolution was as follows:—

That the Liquidator or Liquidators be and they are hereby authorised to consent to the registration of a New Company to be named the Weihaiwei Gold Mining Company Limited.

Mr. Young—Who are to be the liquidators? I can't second without knowing.

Mr. Macleod—No arrangement has yet been made in regard to the liquidators.

Mr. Young withdrew his objection and seconded the resolution, which was carried nem. con.

The Chairman then proposed the third resolution as follows:—

That the draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the Weihaiwei Gold Mining Co., Ltd., of the other part be and the same is hereby approved and that the Liquidators be and they are hereby authorised pursuant to Section 149 of the Companies' Ordinances of Hongkong, No. 1 of 1865, Part IV, to enter into an Agreement with such New Company when incorporated. In the terms of the said draft and to carry the same into effect with such, if any, modifications as they think expedient.

Mr. Macleod made an explanation in regard to the agreement, which was, he said, drawn in the ordinary form of an agreement for reconstruction, as between the liquidator of the old company, and the new company. Should the new company be formed, it would have a capital of \$700,000 divided into ordinary shares and preference shares, each of \$20. It has been proposed at first to make the shares \$25 with \$20 paid up, but the scheme now was to have \$20 shares with \$15 paid up on each. The only question was whether the capital proposed was too much or too little; it would allow a balance to remain for subsequent issue of about 8,000 ordinary shares which would represent about \$160,000 for additional capital as required. The agreement further provided for the sale of the property of the old company to the new company subject to any existing incumbrances. In consideration of this agreement of transfer there would be an agreement by the new company to meet the liabilities of the old company, and keep it indemnified against all claims. The new company would undertake to pay the expenses of the transfer and the cost of winding-up. The most interesting point in the agreement was that each shareholder would get one share in the new company for every share held in the old company. Ordinary and preference shares would be treated exactly alike, \$15 be credited as paid-up on each. Of the balance, \$2 per share would be payable on allotment; which would be made in the following way: within twenty-one days after the agreement should be signed the liquidator of the old company would notify each member as to how many shares he would be entitled in the new company. Those shares must then be claimed within 100 days of the execution of the agreement, and on the claim being made, the shares would be allotted and \$2 per share would become payable on each. The balance of the liability would be called up when the directors should think fit. Shares not claimed within the 100 days would be sold by the liquidator and the proceeds divided among the shareholders of the old company, who would have been entitled to them. This would be the procedure except in regard to the shares of members of the old company, who had declined to vote in favour of reconstruction, and who sent written notice of their dissent to the registered office of the Company within seven days of the confirmatory meeting. The shares in the new company, to which such dissenting member would have been entitled, would be immediately sold by the liquidator and the member would get the proceeds after expenses had been paid.

Mr. Moller asked what arrangement would be made in regard to shareholders in Europe.

Mr. Macleod replied that the 100 days would give them time in which to receive notice and make their reply; the desire was to save as much time, as possible, but the period could be made 120 days after execution of the agreement, if desired.

Mr. E. S. Little pointed out that the notification to shareholders in Europe and America could be sent off immediately on the appointment of the liquidator, without waiting for the expiry of the twenty-one days' grace.

The object was not pursued.

Mr. Moller asked if the matter of the call could not be left to the discretion of the new directors instead of being fixed at \$2 on allotment.

Mr. Macleod replied that as the whole object of reconstruction was to get working capital as soon as possible, the new directors would be obliged to make a call the first thing, and this was the most convenient way of doing it. In further explanation of the agreement, Mr. Macleod said it provided that the new Company should take over the property and business as from the 1st of January as the most convenient date. It was also agreed that the new Company should issue debentures to the present debenture holders in exchange for the debentures held in the old Company; that arrangement was not binding on the debenture holders, but it was necessary to give the new directors authority to make the exchange.

Mr. Sullivan seconded this resolution, which was declared carried unanimously.

Mr. E. S. Little suggested that steps should be taken to allow the liquidator to get to work at once, instead of waiting for the confirmatory meeting.

Mr. Taylor proposed, and Mr. A. E. Jones seconded, that the appointment of liquidator be left to the new directors.

Mr. Macleod said that could not be done.

The Chairman suggested that an appointment might be made, though it could only be formally completed at the confirmatory meeting.

Mr. Moller asked if the new directors had anyone in mind.

Mr. F. S. Little suggested the name of Mr. G. H. Thompson. (Applause.) No arrangement had been made, as the new directors had not yet assumed office.

It was unanimously agreed that Mr. Thompson should be approached by the new directors with a view to his formal appointment later.

The Chairman mentioned the subject of present liabilities, amounting to \$3,302, to meet which there was \$3,215 in cash, and the third gold brick. He asked if anything should be done. Proceedings might be taken against the Company at any minute; should the brick be sold?

The idea was received with loud laughter and the general feeling was expressed by a shareholder, who exclaimed, "Give the new directors a chance."

Mr. Sullivan remarked that the Consulate would be closed for the holidays, and proceedings could not be instituted in the meantime.

The business of the meeting having been declared at an end, Mr. Young asked to be allowed to draw attention to the latest reports of Mr. Dawson, Mr. Duff, and Mr. Moller, from which, as well as from other verbal expressions by those who had seen the report, it would be seen that all agreed in attributing the difficulties of the Company to the backward state of the development work in the absence of sufficient working capital. It was, therefore, his thought, clearly disproved that the retiring directors were responsible for what had unfortunately occurred.

Mr. Taylor absolutely dissented from this view. If the directors had issued the balance of the preference shares at the time they were at a premium, there would have been no need for the overdraft from the bank, and there would not have been the lack of capital. He considered the present position to be entirely caused by the directors. (Applause.)

Mr. Young did not think it was the business of the directors to go out and try and sell a few shares on the market.

Mr. Taylor repeated his opinion and moved the adjournment of the meeting, which broke up amid laughter and applause. —W. C. D. News.

ACTION AGAINST A NATIVE BANK.

At the Civil Summary Court this morning, before Mr. T. Sercombe Smith (Puisne Judge), an action brought by the Deutsche-Anstaltische Bank against a native Hong Konger, known as the Wing Shing Hing Bank, doing business at 192, Wing Lok Street, was continued.

Mr. H. E. Pollock, K.C., instructed by Messrs. Johnson, Stokes and Messer appeared for the plaintiffs, and Mr. H. N. Fellers (instructed by Mr. P. W. Goldring) defended.

Plaintiffs alleged that they had suffered damage by reason of the branch of the defendant's of a contract dated the 4th October, 1924, and made between the plaintiffs and the defendants whereby the last-named agreed to purchase from the plaintiffs a sterling draft on London, payable on demand, for the sum of £2,000 sterling, at exchange 10/3, and which said contract was to be completed on the 30th November, 1924. The defendants failed to complete their purchase on, due date, and the plaintiffs had accordingly suffered damages to the extent of \$785.84 by such breach. The sale of the draft on October 4th at 10/3 amounted to \$21,942.86, and the cost on the 30th November at 11/10 11/16 amounted to \$21,157.01, hence the sum claimed.

Evidence for the defence was taken introducing voluminous accounts, and at the rising of the Court the case was again adjourned.

ILLEGAL EXPORT OF RICE.

At the Civil Summary Court this morning, before His Honour the Puisne Judge (Mr. T. Sercombe Smith), was resumed, the hearing of the action brought by Lau Wan Kuk, a Chinese merchant at Canton, against Tsui Kwai, a junk owner, from whom he claimed \$240 damages for short delivery of cargo entrusted to him.

The facts of the case have already been reported, and it may be remembered that the plaintiff shipped by the junk to Hongkong 5,000 cwt of rice in jars from Chinese territory under the description of salted turnips, it being illegal in China to export rice. On arrival in Hongkong 96 of the 100 jars were broken, and half the rice was missing.

Mr. R. A. Harding appeared for the plaintiff, and Mr. Master defended.

Defendant re-called, said he did not know the cargo was rice, until the junk reached Capsumun. The man with whom plaintiff said he made the agreement to carry the rice, had no authority to receive cargo. Witness, however, accepted the heavy freight he had charged.

Plaintiff re-called, said, after much pressing, that he did know that it was illegal to export rice. He swore that every jar when put on board the junk was intact.

Mr. Master for the defence, stated that there had been fraud on the part of the plaintiff in passing off rice which he knew to be a prohibited article of export as turnips; thereby causing the defendant to take a very considerable risk. He submitted that whatever contract existed was broken and violated by this act of fraud.

Mr. Harding submitted that the plaintiff was entitled to succeed, on the ground that there must have been arrangements made for the carriage of this rice. There was no doubt that the loss took place on the junk.

His Honour in giving judgment, said defendant was sued as a common carrier for damages owing to shortage in the delivery of goods handed to him for carriage. It was a well-known law in such circumstances that a common carrier would only be exempted from liability on three grounds—the Act of God; the action of the King's enemies; or a false description of the nature of the goods to be carried. The plaintiff stated he made an arrangement with super cargo of the junk, Lo Tse, who fully knew the cargo was rice and not turnips to carry it to Hongkong and that the freight should be \$70. Now Lo Tse said he never saw the plaintiff on board, and had no idea that it was rice that was being shipped. Had he, he would have taken it to Hongkong because as was well-known, the exportation of rice was prohibited by the Chinese Government and had he been discovered attempting to ship rice, as salted turnips, he would have been liable to a very heavy penalty. The conclusion he had come to was that Lo Tse did not know that it was salted turnips and that the plaintiff was not speaking the truth. It was clear that the plaintiff got the goods on board by means of giving a fraudulent and wrong description and under these circumstances, the authorities showed that where goods had been shipped under a wrong description, and done fraudulently, and where the carrier had been deceived as to their quality and value that it had been held in general cases, that he was not responsible. The fact that the defendant charged a sum of money for freight paid to some extent on the charges of freight, which would be made for rice, after he discovered that it was rice, was no way, in his opinion, a ratification of the contract at Canton; which he did not believe ever existed. The plaintiff having been guilty of fraudulently shipping goods under a false description, was prevented from recovering any damages, and there would be judgment for the defendant with costs.

LOCAL BANKRUPTCIES.

Sir Henry S. Berkeley (Chief Justice) presided at a sitting of the Bankruptcy Court this morning.

Mr. O. D. Thompson made an application for a receiving order in the case of the Kowloon Kait Tai firm, merchants and commission agents of Bonham Street. Two of the part-

ners had absconded. The assets on hand were \$10,000, but he understood that there were other assets of which he had no particulars. The claims of the petitioning creditors amounted to \$30,000.

His Honour granted the order, and appointed Mr. G. H. Thompson trustee.

Substantive Service.
In the matter of the affairs of Kim Shek, merchant, who has also absconded, Mr. P. W. Goldring made an application for substituted service of the petition by posting the same to the Court House door, and also upon the door of the last place of business of the debtor.

The application was granted.

ADJUDGED BANKRUPT.
Hang On, lately trading at 102, Queen's Road Central, as a dealer in foreign goods, did not appear for his public examination, and was adjudged bankrupt.

Mr. Beavis said the case was adjourned last week for notice to attend the public examination to be served on the debtors.

BANK FAILURE.
In the matter of the Young Hing Bank, lately trading at 144 Queen's Road Central, Mr. Dixon said that at a meeting of creditors held on the 1st instant it was resolved that the matter should go into bankruptcy, and the Official Receiver appointed trustee. He understood that the manager of the bank had absconded, and that the usual advertisements had been published, there was no possibility of the main attending the public examination.

An order of adjudication followed.

A DISASTROUS BRANCH.
Cheung Cook Nam, lately trading as a dealer in jewellery, silk and ivory under the style of Wah Sing, at 47, Queen's Road Central, appeared for his public examination.

In reply to the Official Receiver (Mr. G. H. Wakeman) debtor stated that he commenced business on his own account nine years ago, having a capital of \$14,000. The profits the first year were \$3,000 and the following year about \$4,000. His business in Hongkong paid for some time, but at the end of the year before last, he found he could not pay his way. He borrowed money from the commencement of the business for the purpose of extending his trade. Between 1911 and 1920 he borrowed \$65,000 for business purposes, but mainly to open a branch in Havana. Here, business turned out to be very bad and he lost a lot of money though they owed him now in Havana some \$30,000. The Hongkong business all ways paid until the end of 1921. He started the business in Havana, because he heard that trade there was very good.

The Official Receiver: What reason do you give for the Hongkong business not paying?

Debtor: Because my expenses were very heavy, and the interest I had to pay was too great. Then I had so many thousands of dollars tied up in Havana.

The Official Receiver: Did you know you were in difficulties three years ago?

Debtor: I did, but I thought I should get some money sent me from Havana.

The Official Receiver: Did you think you could pay back all this borrowed money?

Debtor: I did.

His Lordship: How many creditors are there?

Mr. Goldring (appearing for Debtor): Forty-one, My Lord; but only one creditor, the landlord, who takes any interest in it, and he is secured.

The examination was closed.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

DESTITUTE SEAMEN.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—In the numerous articles and correspondence which have been appearing in the Press of the Colony since the publication of His Excellency's scheme to provide for destitute seamen there is one point of importance that seems to have been lost sight of by the writers. I believe it is generally known that some eighty or ninety per cent of these unfortunate men are foreigners, in the strict sense of the word, and this suggests the question as to whether the various Consuls of the different nations in Hongkong could not do something towards getting their stranded countrymen away from the Colony. It would, of course, be improper to ask what powers they have in this matter, but I learn on good authority that in some instances, where the destitute men can prove their nationality to their respective Consuls, these officials have the power to issue certificates and ship them homewards. At Singapore they have to inquire whether their respective Consuls can find employment for them, and if not they proceed to Colombo making similar inquiries and, if unsuccessful, proceed to the next port until eventually, if no work is forthcoming, they reach their homes. Cases are not unknown here where warships have taken destitute seamen away from the Colony, and there is no reason why such a procedure should not again be followed. If the Hongkong Benevolent Society receives the necessary support and is able to place the deserving cases in the Sailors' Home, the matter will be taken a long way towards solution. The men would get good plain food and sound advice, both of which should "back them up" in body and mind, and induce some of our employers of labour at the many yards in the Colony to give them an opportunity of proving their worth. This is how the matter occurs to me, and without discussing the question of the payment of the \$50 to the Home, which I am glad has length been put before the public in its true light, I send this aboard your ship as from me.

AN OLD SALT.
Hongkong, 3rd February, 1925.

CANTON LEPER RELIEF FUND.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—DEAR MR. EDITOR:—I would like the readers of your paper to know that we are badly in need of some more help for the lepers. We have been able, with the aid already received, to relieve a great deal of suffering. This cold weather, however, is causing intense suffering, and yet we cannot do more until we receive additional aid. Besides the general distribution of rice, we have on hand forty destitute and helpless leper women, who receive a daily supply of food. We would like to close the Lepers' Fund very soon and trust that anyone wishing to contribute will do so as soon as possible. Clothing is also much needed.

Yours truly,
ANDREW BEATTIE.
Canton, 6th Feb., 1925.

EXORBITANT CAR FARES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—It does seem unfair that on the very day when the average resident in Hongkong has an opportunity of taking a long ride on the tram car he should be charged double fares.

The curious thing is that when he is called upon to pay 10 cents for a car ride he is not handed a 10-cent note but a 5-cent note. It is quite true that at the present time the car fares are charged, but the driver gets a ticket showing the amount he has

paid. However, it cannot be argued that because increased expenses may have had to be incurred by the Tramway Company it was necessary to double the fares for the simple reason that the immense traffic done by the cars yesterday would easily cover expenses and leave a good bit over, as Mr. A. Dutchman.

I suppose it is useless to appeal to a private corporation to consider the public's purse in a matter of this kind, and doubtless an extra cent here or there does not matter to the average individual, but I think this growl will not be unsupported by a good many people in Hongkong who took the cars yesterday. —I am, etc.

HOUSEHOLDER.

(No doubt a mistake has been made somewhere, and if a Householder could state the number of the car in which he was travelling which called upon for pay excess fare the Company would be able to look into the matter. —Ed. H.K.T.)

THE DANGER OF THE CHEAP LAMP.

SIR,—The importance of supervision over the houses, which have been and are now in course of construction in Hongkong has been generally recognised. It is a well known fact that this is the reason for excellence for fire.

It cannot be wondered at that unscrupulous Chinese have ideas that not appeal to the foreigner. In Britain it is true there are people who would sell their mere-of-potale for actual money. The truth is that in business matters the Chinese and British are very much alike. At times many shopkeepers have what they are pleased to describe as "fires" at home, of course, it is seldom that lamps are used in stores because of the electricity; so universal and the penny-in-the-eye machine is so generally used in the poorer districts that this source of danger—the cheap lamp—is nearly eradicated. In Hongkong, on the contrary, while gas and electricity are gaining adherents every day, the cheap lamp still reigns supreme. And the query is: Why does the cheap lamp occupy the position it does, even in high houses? The answer, of course, is that it is cheap—consequently bad and always dangerous. Nearly everybody has discovered at times felt quite "shivery" at the thought of going to sleep, without turning his lamp out. To put it briefly, the points against the cheap lamp are: firstly, it is improvident. Secondly, an Aladdin is required to manipulate it. Thirdly, the light, rendered by these cheap lamps is so bad that home-becomes homeless. Fourthly, the question of the flash-point—what does that signify to people here? Is there a standard flash point? If there is, it is high enough for Hongkong with its teeming population. All these points are matters which have exercised the minds of many people, including for a good many years the governing powers of the West.

The unfortunate part of the question is, that no legislative action is likely to be taken till some Government building falls a victim to the also-evil cheap lamp. It has been said that no reform has been accomplished until some high dignitary has become a victim, but that is by the way. The fact remains that the selling of cheap lamps should exercise the attention of all, especially property owners.

Made of cheap iron, soldered with cheap solder, fitted with a screw that is generally "impossible" to turn, it might have worked properly on a trial trip—all this death-dealing machinery on a trial trip on a plaster wall, or perhaps, hang on a bamboo, but wall with a mauling for cover next to property worth, it may be, half a million dollars, is it to be wondered at that danger threatens? The great point should be noted that those who sell cheap lamps would probably be the first to welcome their removal. Those who know what they are about go in for the better sort of lamp; if a lamp they must have; but cheapness is apt to blind the thoughtless.

An important point we have missed on this subject is the intolerable smell emitted by these lamps, doubtless from the cheap oil combined with bad burners. But the whole question is mostly of consideration and we would ask those who peruse this letter to read, mark and learn.—I am, etc.

TIMID.

P.S.—It should be borne in mind that I am no trader, trying to get his goods off his hands, but a private individual, probably thinking only of himself.

Hongkong, 10th February, 1925.

DESERVING DESTITUTE SEAMEN.

The following have become Guarantors of the Benevolent Society's Guarantee Fund for the relief of deserving destitute seamen:—His Excellency the Governor guarantees 5, Mr. H. W. Loker guarantees 1, Mr. H. J. Geddes guarantees 1, Hon. Mr. F. H. May guarantees 1, Hon. Mr. G. Stewart guarantees 1, Mr. Findlay Smith guarantees 2, Mr. N. A. Siebs guarantees 1, and "A former destitute" guarantees 1.

THREE HOUSES ABLAZE.

IN QUEEN'S ROAD, CENTRAL.

Shortly after 6.30 p.m. yesterday fire broke out on the second story of No. 97 Queen's Road, Central, the residence of Chen Yuk Ching, of the Nam Loong firm, which has a shop on the ground floor. The house, situated on the south-western side of the Central Market. The fire appeared to burst out very suddenly, and spreading to the adjoining houses, on each side, the upper stories were soon one sheet of flame, and the Colonial Hotel was in imminent danger of becoming engulfed as the wind was blowing strongly in that direction, and carrying dense clouds of sparks, like molten gold, far over the adjoining houses and the Central Market. Members of the Fire Brigade, under Chief Inspector Baker, were soon on the scene, and found difficult work before them as the fire burned so fiercely and so quickly that it had made considerable headway before they could possibly get a hold of it. The fire was, however, confined to Nos. 95, 97 and 99, Queen's Road, and the Colonial Hotel was saved, but only in the nick of time, as the flames were already licking the window frame of the house immediately adjoining the hotel. Thousands of spectators, of whom a large number were Europeans, stood around to view the fight, while blue-jackets, from some of the men-of-war in the harbour lent their aid in fighting the fire. Inspector Diamond had hard work in keeping the crowd off the burning premises out of the way of the busy workers. After about an hour's strenuous labour the fire was entirely controlled, but not before the second and third stories of the premises, mentioned, were completely gutted, and the lower stories damaged by water. The fire was so great that from Kowloon it gave the impression of an entire village being on fire. The premises are insured by their full value by the "Municipal Fire Insurance Company for \$15,000; the "Imperial Insurance Company for \$10,000; and the "Anglo-Ind Insurance Company for \$10,000. The greatest credit is due to the Fire Brigade for the way in which, in the face of such odds, they prevented any spread of the fire.

UNIVERSITY CRICKET.

WIN FOR HONGKONG.

Mr. A. R. Lowe, secretary of the H.K.C.C., informs us that the result of the match at Swatow on Saturday was as follows:—

Swatow 1st innings, 30.
Hongkong 1st innings, 122. (Walter Dixon 33).

Swatow 2nd innings, 25.
The Hongkong C. C. Interport "A" team, therefore won by an innings and 66 runs.

Immediately the result was known Mr. E. W. Mitchell (President) sent a congratulatory wire on behalf of the "Cricket Club." In all probability a return match was played to-day.

NAVAL BOXING COMPETITIONS.

AT KOWLOON.

Those who crossed the Ferry last evening and made their way to the Kowloon Docks had the consolation of seeing something worth a cold journey. The building, which was kindly lent for the purpose of the Naval Boxing competitions, is a fine, spacious upper story and capable of holding several hundred people. A ring was put up early in the centre of the floor on a platform sufficiently elevated to the floor, and a crowd of people, everyone could get a good view of the performers. Commander T. L. Shefford, K.N., of the "Glory," with his well known sporting proclivities, was well to the front, and acted as referee and M.C., and also organised the time-keeper, by calling time.

Mr. Logan, the local enthusiast, in conjunction with Lieut. Hallett, R.N., of H.M.S. "Abdion," made able judges, while engineer officer Bodwell, R.N., held the watch. The business started shortly after 7 p.m., and that only business was meant, was shown by the way the men got together in the persons of two bantams—J. Adams, of "Glory," and J. Pucksmith, of "Tamar."

In the first round both men fairly leapt into a rapid fight, which waxed hot and strong the whole time. Pucksmith led continually, but did not always get away as Adams proved game and countered prettily. Pucksmith sparred on the second round, and although Adams led he would not be drawn, until seeing an opportunity he landed on the point with the result that Adams made "earth and was counted out."—No. 2 bout was in the feather-weight division—W. Gill, of "Glory," and A. Walker, of "Sully." Nothing of much interest happened during this round and Walker got the decision. The third bout was in the light-weight competition, when M. Parkin, of "Abdion," fought J. O'Shea, of "Ocean." 1st round. Both men went well, O'Shea being rather the cleverer of the two and put in several straight lefts in response to some rather wide swings from Parkin. On the second meeting the men, fit and strong, fought well, O'Shea going at his adversary hammer and tongs, but was disqualified for striking with open gloves. Thereupon Parkin was awarded the fight, though it was the general opinion that the referee was perhaps a little to quick with his decision, as he might with fairness have first warned O'Shea. The fourth bout was also between light-weights, and proved an interesting and clever fight. The men were R. J. Clark, gymnastic instructor, of "Glory," and H. Jordan, of "Ocean." Clark showed decided ability in the opening encounter when both looked in fine condition. Although slightly out of class from the first Jordan gave him a good run for the mastery, and in the second round bucked up considerably making things ever fiercer for his adversary, who made some clever slips to escape right hand swings. Round 3 showed Jordan blowing and eventually getting the bout. A lively three rounds by the bantams; Whitehouse, of "Glory," and E. Wilkes, of "Glory," then fought. In the first encounter Whitehouse went right into his man, but was steady by a left on the head and right on the ribs. He then settled down to business and fought straight armed with occasional vicious swings. Wilkes replied smartly and both were going strong on the call of time. Upon rising Wilkes made the fighting. Whitehouse slipped and fell but quickly recovering, rushed in swinging wildly. Both men finished the round game. In the last meeting they got smartly to work, but it was easy to see that Whitehouse was getting winded. Wilkes, after trying twice to land on the point, finally succeeded with a straight on the jaw to which Whitehouse went down and was counted out. Both men showed splendid form, and fought a most plucky and quick contest. A. Eglington, of "A. B. C.," and W. Bleksley, of "Ocean," in a feather-weight competition was the next match, and although in the first round Eglington opened out with a rather wild exhibition of swinging he soon settled to business and both men fought warily. Nevertheless it was quick, and towards the end of the round, some very clever deliveries and counters were marked to both fighters. The pace was maintained in the second round when both men fought themselves to a blowing state, and there was not a spare second for rest or snarl. The call of time saved them from falling. The third meeting was a repetition of the second, and the audience became somewhat excited. The judges eventually decided for Eglington who was announced the winner. The referee appealed to the spectators to keep silent during the rounds—S. Reales, of "Sully," beat W. Huckle, of "A. B. C.," in a rather tame go. Although several hard knocks were given and received, there was nothing of much interest in the encounter. The eighth bout between the bantams, J. Ross, of "Astraea," and G. McDonald, of "Abdion," resulted in a win for the latter. It was a good fight throughout. In the second round, McDonald stopped and retired to his second to have his glove re-tied. Ross failed to take advantage to follow him. The referee sent both men to their corners, but did not allow their seconds in the ring. The time being taken, and the gloves adjusted satisfactorily, time was announced and the second round continued. During this bout, Ross greatly amused the company by continually throwing up his hands in breaking away. The order to break away was frequently given during the evening. The referee would not allow short arm fighting and sometimes ordered the men to break before they clinched. Item No. 9, which was the fight between the light-weights, F. Curran, of "A. B. C.," and H. Lovatt, of "Sully." On opening Lovatt led, and shortly got home with a right smash in the head and a straight job on the diaphragm. This however, did not have the desired result as the blow lacked strength, and when it was recovered, he went hard at his man with a clever left swing and right arm half hook. The exchanges were rapid and the judges had a busy time to record points. Lovatt was slightly the better at the end of the round, and looked like keeping the lead when they again met, although both men were given the knock-out blow. Lovatt had several narrow escapes, but each failed to find the exact vital spot. In the 3rd round, Curran buckled up and piled up points by continually leaping with his left. His opponent seemed to weaken, but kept on going to the end. The first judge was

in favour of Curran, and the other gave a draw. The decision that Curran won. This bout was refereed by a Mr. T. L. Cross chosen from the audience, as Curran had previously won Commander Shefford's Cup, the donor having stated he would prefer another person refereeing. It was perhaps a right decision that Curran won, but a draw might with advantage have been given to keep both men in for the semi-final, as they were decidedly the cleverest light weights, and the only man who might be considered dangerous to Curran would be Clark of the "Glory," who also looks like going all the way. No. 10 bout was between two clever rounds were gone through in which F. Parker, of "Sully," beat J. Adams, of "Abdion." This was also in the feather weights and it was decided to finish the bout to-night. It was a most enjoyable entertainment of true sport as the sailors have not only the prizes to consider but each man does his best for the honor of his ship. The competitions are to be continued to-night.

LOYD'S SHIPBUILDING REGISTER.

Mr. Newman Munford, Lloyd's representative in Hongkong, has forwarded to us a copy of the shipbuilding returns for the quarter ended December 31st last. The tonnage of the vessels, excluding warships, under construction, at the date of the report, in the United Kingdom, was 1,049,880 as compared with 868,478 for the same period of last year. The number of vessels on the stocks was 403, as against 386 twelve months previous. The vessels under construction were about the same as at the end of September, 1924. Compared, however, with the total reached in September 1901, which is the highest on record, the present figures show a reduction of about 361,000 tons. The vessels commenced during the last quarter number 185, of a total tonnage of 330,807, and justify the hopes that the trade is on the way to improvement. Of the 403 vessels in course of building 307, of 834,427 tons, will sail under the British flag, being owned either in the United Kingdom or the colonies. After the home demand, the best customer is Germany, who is taking five ships of 34,450 tons; while Norway and Holland came next with tonnage of 33,147 and 19,465 respectively. There are eight vessels in British yards of 15,000 tons and over and nine between 5,000 to 6,000 tons, sizes between these limits being represented by seventeen vessels. The largest sailing ships are, one between 5,000 and 6,000 tons, and one between 2,000 and 3,000 tons. As regards the distribution of work throughout the various shipbuilding districts Barrow, Maryport and Workington, Glasgow, Greenock, Newcastle, Hartlepool and Whitby, and Middlesbrough, and Stockton are the only yards which have less work in hand than at the corresponding period of last year, all others showing an increase. Turning to the consideration of the warship yards, construction we find that eight, aggregating 199,910 tons, are being built in the Royal Dockyard, while forty-three aggregating 140,910 tons, are in various private yards. These above are all for the British Navy, and include ten submarines now being built at Barrow. The private yards are constructing, in addition, three other vessels for foreign governments; of aggregate tonnage of 37,750, of which, however, two battleships of 16,000 and 16,400 tons, are being built at Barrow and Elswick for Japan, the remaining tonnage being a torpedo boat destroyer.

SAD FATALITY AT THE DOCKS.

A sad occurrence took place this morning in the Kowloon Docks by which a popular and promising marine officer has lost his life. It would appear that about half-past three o'clock a report was made to Mr. William Laird, chief officer of the s.s. "Shahada," that a fire had broken out in the lower hold of No. 4 hatch. The officer at once went to investigate, and going into the lower deck, he found the lower hold full of smoke, and as it is understood, going too close to the foot of the hatch, which was open, missed his footing and fell to the bottom of the hold, where he lay unconscious. By this time the hold was so full of smoke that the officers and men trying to find the chief officer's whereabouts were unable to trace him, but the fire, such as it was, caused by the ignition

CHINESE NEW YEAR.

NEARING THE END.

After three days of "glorification" and uproar, Hongkong has at last returned to its normal appearance and condition. It does seem strange that the Chinese, who are usually a staid and dignified people, should throw over all decorum at their New Year. Perhaps it is this overflowing of spirits, acting as a sort of safety valve, which allows them for the remainder of the year to live quiet and peaceful lives. Certain it is that none could abandon themselves with greater zest and enthusiasm to the purpose of pleasure-making, and if one might judge from outward appearances they succeeded to their heart's content.

NEW YEAR'S EVE.

New Year's Eve, if a European expression may be used, was the occasion of the greatest "spit" in the western portion of Victoria. Everybody seemed bent on merry making, and the evening was a riot of noise and confusion. The shining floor by selling a handful of peanuts, was a brighter look than usual, and his tatters were hidden amid the general magnificence of attire in the streets. It was remarked in a previous article that the great feature about these throngs in Bonham Strand and Queen's Road West was the general good-humour of every class, high and low. Here and there a solitary European stalked along as solemn as an owl, for it was not "his day out," but he was speedily swallowed up by the dense masses of Chinese. Where they all come from and where they were going to it was difficult to say. A resident here might well wonder if Hongkong could hold all these people. They seemed to swarm as thickly as in Canton. And their apparel rivalled Solomon's, if all stories be true regarding that monarch's splendour. Even the little children were tricked out in beads and colours, and gee-gaws till they hardly knew themselves, but being supremely happy that made not the slightest difference.

THE CHINESE GREETING.

"Kung hai fat choy" was the "boy's" awakening cry on Saturday morning and that greeting has been ringing in the ears ever since. It seemed to pervade the atmosphere, to ooze from every sign, to pierce the thickest walls, and to mount the house. Of course, it is the height of cordiality, but a little goes a long way. There have been a variety of street cries in Britain since the days of "Tommy make room for your uncle," and while most of them have excited interest at first, they all, of them, have been fruitful of weariness long before they had died out. Just the same with this "Happy New Year" salutation; it was so often repeated even by foreigners among themselves that it became a sore in the flesh, especially when it was badly pronounced—as it usually was. But the very fact of foreigner's learning this strange tongue shows the profound interest which is taken in matters Chinese, by all sections of the community, and the friendly feelings which exist between the nationalities.

REMINISCENCES OF PORT ARTHUR.

Sunday morning and Sunday afternoon afforded some idea of the uproar which prevailed during the last days of Port Arthur's resistance. It was one continuous fusillade. Streets were enveloped in gunpowder smoke, and every house vied with its neighbour in creating the greatest din. It does seem foolish to the outsider that so much powder and money should be spent on this form of celebration, but old-established customs have a knack of lingering on, and what would Chinese New Year be without its crackers? If only they were kept for the day time! But many coolies seem to think that the one and only satisfactory hour to let off their surplus energy is in the middle of the night—anywhere between 5 and 5 a.m.—with the result that the unhappy householder is kept in a perpetual fidget, wondering whether this is the nightmare—or to give it a euphemistic name—which he has dreamed so long, come at last. It all comes to an end, however; the last cracker is exploded and the Chinese New Year is over. Signs of the dying year seemed to point to the fact that last year was financially unsatisfactory to a good many; it is to be hoped that the New Year will be propitious to all.

HONGKONG VOLUNTEER INSPECTION.

An inspection of the Hongkong Volunteer Corps took place on Saturday, by Major General F. G. Slade, H.M.'s Inspector of the Royal Garrison Artillery. About a hundred and thirty members of the Corps assembled at Headquarters, under the command of Major Fitchard and Chapman, and at a quarter past ten embarked at Murray Pier for Lyemuen, stopping at Quarry Bay to pick up a few units. The party arrived at the scene of the inspection about eleven o'clock and at once proceeded to get the guns into position. There were three targets on the hill for the fifteen pounders at a range of about three thousand yards, while a similar number of targets were placed on a small hill to the right for Maxim practice. No actual shooting was made, until after fifteen, when everything was in readiness and all eagerly awaiting the arrival of the General. It seemed, however, that he had decided to inspect the North Fort first, and the unfortunate volunteers were kept waiting until after four o'clock before he put in an appearance accompanied by his aide-de-camp, Captain Hall. When he did arrive, however, a heavy mist all but obscured the targets, and the shooting that was done, was not very accurate or satisfactory in consequence. The General afterwards inspected the men and guns, but did not make a speech. It was after half-past seven before the volunteers returned home, opinions being divided as to whether they had had a profitable time or not.

MASONIC QUADRILLE CLUB'S MONTHLY DANCE.

The Masonic Hall, Zetland Street, presented once again a gay and lively appearance on Friday night last, the occasion being the fourth of the very popular series of dances given under the auspices of the Masonic Quadrille Club. There were over one hundred couples present at the time, and dancing was kept up with great spirit until a very late hour. Early on Saturday morning, arrangements having been made for special late forfeits for the convenience of guests from Kowloon. The arrangements were excellent, and the floor, one of the best in the colony, under the care of Mr. J. Vanstone, was in the pink of perfection for dancing purposes, while the music seemed to have a magic effect upon the feet of the "trippers on the light fantastic toe." From a climatic point of view, it was an ideal night for such a function, as the dancers were able to keep going without getting unpleasantly warm. These dances are growing in popularity, and already the next is being eagerly looked forward to.

BOXING AT THE CITY HALL.

6th inst.

The boxing display at the Theatre Royal on Saturday night was from many points of view a great success. Unfortunately, however, in Hongkong, at these functions, it seems impossible to maintain order, and cat-calls and vulgar expressions of dissatisfaction were too painfully frequent. The auditorium, above and below, was crowded to its utmost capacity, whilst the majority of the seats upon the stage, where the ring was staked, were occupied. The greater part of the spectators were service men, come to see two of their number, Roberts and King, both of the 2nd Royal West Kent, do battle with men of proved merit, Sam Newman, and Christie, who so far has not met his match in the colony.

AN UNPOPULAR DECISION.

After a brief bout between a couple of youngsters (three rounds of two minutes each) which calls for no mention, Newman and Roberts entered the ring in a ten-round contest of three minutes each round. Both men stripped in the pink of condition, and there was no apparent advantage in weight or reach. Each opened cautiously, and showed fine defensive tactics. In the second round, however, they warmed to their work, and some very heavy body work was put in by either, while Newman got his nose skinned as the result of a well directed blow from his opponent's left. In the third and fourth rounds, there was far too much clinching, and the cry of "break away!" heard far too often. Cries of foul went up from the military element, and the referee, Mr. B. W. Waters made several frantic appeals to the interrupters to keep order. The cries were directed against Newman, but so far as we could see they were not in any way justified. The fifth round produced nothing startling, but in the next round Newman had much the better of the encounter. At length another cry of foul was raised for striking in a clinch, and the referee stopped the fight, disqualified Newman, and awarded the victory to Roberts. The decision was received with cheers, and counter cheers, with much hooting and cries of defiance. Newman and his second loudly protested against the verdict, and offered to fight his man over again, at any time, for a stake. The referee's decision was undoubtedly wrong, and our opinion is shared by all impartial observers. It was most unfortunate, inasmuch as it brought to a close what promised to be a highly interesting encounter, as both men were "going for it," and each had a proper knowledge of his business.

A LITTLE MERRIMENT.

Then followed a merry little entertainment, Marriott and Sutcliffe, light-weights of H.M.S. "Tamar," engaging in a six-round bout of a couple of minutes each round. The men were willing, if the pace was killing, fairly describes this item. The men went for each other hammer and tongs, Marriott creating much laughter by his furious antics, and wind-mill-like blows. Mr. Manser, of H.M.S. "Vengeance," referred and gave the verdict to Marriott, who, if he has no particular science, has plenty of life and agility, and the bout did much to restore the tranquillity of the spectators, and prepare them for the event of the evening.

CHRISTIE V. KING.

This was a fifteen-round contest of three minutes each, King being described as the middle-weight champion of the Regiment. He certainly entered the ring in fine fettle, his muscular development being much admired. Christie was likewise in good trim, whilst his previous record in the ring here, is too well-known to require comment. Mr. J. Burke was in this event appointed referee, Mr. J. D. Logan once more appearing in his familiar role of time keeper. The first round witnessed some very pretty ornamental sparring, until just on time, Christie rushed in and floored the soldier. The succeeding rounds saw Christie persistently forcing the game, and although King was as cool and calm as a man could be he was kept mainly on the defensive, and very rarely opened out. It was obvious that he is a good man, but inexperienced, and consequently lacking the confidence which is such a feature of Christie's play. Not, however, that he was altogether idle, for he frequently rained in some good blows, but they were ineffective. Whilst Christie was carrying the fight all the time into his camp, the soldier stood on guard preparing for a chance with his left, but that chance did not come, and on points Christie had him beaten all round the ring. Up to the end of the tenth round King had really done nothing worthy of note, but in the eleventh round he unleashed Christie somewhat severely, but afterwards he lapsed into his old attitude of "Come on! Hit me first," and the concluding rounds were somewhat tame. At the close of the fifteenth round, Mr. Burke declared Christie the winner on points as he unquestionably was.

HARBOUR FATALITY.

ANOTHER FLUCKY RESCUE.

A somewhat mysterious occurrence was brought to light in the dock at the Kowloon Naval Depot, on Friday night, when Sergeant Walsh, of the Naval Police, hearing cries coming from the direction of the water, went to the spot to investigate, and then saw a dark object floating in the water, which bore the form of a human figure. The Sergeant immediately threw a life buoy, but as it was not grasped he dived into the water and seized the body, but on taking it to the dock wall found he could not land, as the wall was some six feet higher than the surface of the water. He, however, held up the drowning man, and called for assistance, and then some bluejackets came along with their assistance, and that of another policeman who answered to the call, the men were got out of the water, and the rescued man being unconscious, Sergeant Walsh and the bluejackets, by artificial respiration gradually brought him back to consciousness, and a naval doctor, arriving at the spot, ordered the removal of the man to the Government Civil Hospital, where, however, he expired two hours later without giving any account of himself or his movements on the night in question. It was, however, discovered that his name was McIver, and he was subsequently identified as one of the crew of H.M.S. "Vengeance." It is understood that the man was walking along the wall in a state of intoxication, and missing his footing fell into the water, and so met his death. Sergeant Walsh was in the water holding up the drowning man for nearly twenty minutes, and deserves the greatest credit for his commendable action.

It is proposed, from the 1st April next, to debar the Assistant Public Prosecutors in Hongkong, of whom there are nine (Smeaton), from private practice in civil cases. This they are allowed at present.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

RESULT OF COMPETITION.

Mr. W. H. Trenchard Davis, hon. secretary of the above association, kindly informed us that at the half practice yesterday, a competition was held between the Peak members and Hongkong and Kowloon members at the 100 yards range. Over 60 members attended the shooting. The Peak members fired 30 rounds with an average of 18 per round and the Hongkong and Kowloon members 117 rounds with an average of 13 per round. The following were the highest scores, with a possible 35:—
A. Brown 22.5, C. W. Brett 22.5, C. B. Byers 20.24, A. Bryer 15, H. Butterworth 16.15, A. Cameron 23.28, C. Cotter 18, G. L. Duncan 27.27, T. K. Dealy 17.17, W. E. Donald 22.22, W. Dobbs 21.16, E. Dougherty 24.31, J. Douglas 20.25, W. T. Edwards 16, F. Fisher 28.30, H. W. Fraser 15, W. Goodfellow 20.24, H. H. Gompertz 21.26, E. J. Grist 18.21, J. C. Gow 27.33, C. H. Grace 15.22, Rev. G. H. Hickling 22, A. Hewitt 17.21, T. F. Hough 19, G. A. Hastings 18, J. Hutchings 17.27, J. Owen Hughes 21.22, P. N. H. Jones 17.18, E. A. Irving 19.20, L. A. M. Johnston 17.21, L. S. Lewis 20.24, J. S. Lewington 18.25, C. W. May 17, G. H. May 22.24, E. J. Moses 22.25, J. McCubbin 17.24, E. Orulston 19.22, E. V. D. Parr 16.17, H. Pinckney 17.21, J. H. Pidgeon 20.27, J. Rankin 25.26, H. W. Robertson 29.30, A. H. Skelton 30.32, J. J. Stubbings 21, H. W. Slade 19, A. Brooksmith 22, C. R. Scott 29.32, E. Bruce Shepherd 20.30, H. Sykes 27, E. W. Terry 17, J. Whittall 20.28, A. W. Whitlow 23.25, H. T. Wilgess 19.21, A. W. Whitlow 23.25.

A lecture on fire tactics will be given at the City Hall on Thursday afternoon, the 16th inst., by Lieut. T. W. Finnes, R. W. Kents, at which His Excellency the Governor has signified his intention of being present.

The next practice will take place on Saturday, the 18th inst., from 2 p.m. to 5 p.m. at the 200 yards range at Kings Park Kowloon.

H.E. THE GOVERNOR ON EDUCATION.

It is gradually becoming more apparent than ever, all those who are interested in watching the Crown Colony of Hongkong, that the new Governor, Sir Matthew Nathan, is a man distinctly above the ordinary Governor, and that Great Britain sends to her dependencies beyond the seas. The many speeches that he has made during the few months he has been in office have been marked with a depth and breadth of thought that deservedly earn respect. In one line, he has particularly come to the front. It is one of the multifarious duties of a colonial Governor to attend the schools on prize-giving day and to make a speech. The *Shanghai Times* observes that it is in the performance of this duty, that Sir Matthew has displayed a grasp and insight of what is true education. His speeches to the British and European school-children were full of sound sense. He urged upon them the necessity of uprightness, courage, and work. The boy who lacked these attributes would never become a prosperous business man and good citizen. In one school, he noticed that geography was somewhat scamped as a study, so he preached a little homily on the subject, gently upbraiding the teachers for their laxity and the scholars for their indifference. He told them in well-chosen simple words the great advantage of geography, of how essential it was to the boy that when he grew to manhood and entered into business, he should be thoroughly conversant with the places of the world, their products, their customs, and their modes of business. If these things were not learned at school then they would have to be looked up from reference books in after years, thus handicapping themselves to a greater extent than they could possibly imagine. At St. Stephen's College a few days ago, Sir Matthew Nathan contributed a further valuable speech on the subject of "storing the memory and forming the reason." So sound was the advice and so applicable to the Chinese schools in Shanghai and elsewhere, that part of it is worthy of reproduction and remembrance. In speaking of storing the memory and forming the reason, His Excellency laid both ideas were followed in every system of education but in different proportions. Roughly speaking, the first method tended to make men conservative, cultured and courteous, and second to make them liberal, learned, and likely to get on in the world. The first method overwhelmingly predominated in the system of education in China and formerly entered largely into the curriculum of the large English public schools. The second method was that to which modern Western education was rapidly tending and was probably followed in Germany more closely than elsewhere. The problem that St. Stephen's College was trying to solve was how to combine the two methods in the way best adapted to secure the highest happiness to the rising generation of China in this corner of the British Empire and in the adjacent part of the Empire of China; in other words, how to add so much liberalism to the natural Chinese conservatism as would tend to steady progress without producing a generation of rash reformers or reckless enthusiasts; how to combine a sound learning with the Chinese culture available for the improvement of the physical conditions of life and how to place schools in the best position to get on in the world, without selfishness or too high a consideration of the material advantages of wealth, rank and position. In these words of the Governor, there is sound and mature food for consumption. If only the teachers in the Chinese schools in Shanghai could be brought to see the sagacity of such advice, and to inculcate it in the brains of their young charges, it is not rash to assert that it would mean much for China. We all know of the inimitable courtesy of the educated Chinaman. We know of his culture. We also know, alas, of his iron-bound conservatism. Such conservatism, when broken into, is apt to bring about rapid liberalism, drastic reforms, and eventual chaos. A careful study of the forming of one's reasoning powers would cause the avoidance of such evils, and would also go far to the improvement and development of the huge Chinese Empire.

THE German collier, *Dartmouth*, arrived at Colombo from Madagascari on 23rd ult. She reported that the *Battle Fleet* is accompanied by twenty colliers, the colliers being escorted by a high speed gunboat. The *stock of coal* is about 100,000 tons. The *Fleet* is waiting for the Third Squadron. The officers have learned of the fall of Port Arthur, but the news has been withheld from the bluejackets. The warships are in good condition. Provisions are obtained from French transports of special construction. The Russian Admiral has been informed that a Japanese squadron is at Penang.

THE ACCUSATIONS AGAINST STOESEL.

FURTHER PARTICULARS.

[From Our Own Correspondent.]

Shanghai, 1st February.

In reference to the telegram I sent you this morning—Feb. 1—dealing with the charges brought against General Stoessel by his British officers, it may be as well if I deal further with the subject and assure you that this is no idle rumour, emanating from the fruitless imagination of the Bund, but on the contrary is the emphatic and oft-repeated assertion of the Admirals, Commanders, Captains and military officers that were through the entire siege of Port Arthur, and many of whom are now in Shanghai. As a proof that this is no idle gossip, I would recall the statement made a week or two ago by Dr. Morrison, the London *Times* correspondent at Peking, in which he said that the circumstances connected with the surrender of Port Arthur made it one of the most dishonourable surrenders ever known in modern history. There was more behind those pregnant words than the ordinary reader observed. Later developments have revealed the hidden meaning of his writing. The great difficulty that will arise at St. Petersburg, when his officers impeach their General before the court-martial—as they maintain they will—is the extreme difficulty there will be in proving the charge. Only the Japanese themselves, and perhaps one other Russian officer, could substantiate the accusation. As the Russian officers themselves admit, the evidence is only circumstantial, but to them, it is so overwhelming that it appears convincing. If this terrible charge is true, then a wave of the deepest and most profound regret will sweep over the entire civilized world, that so great a reputation has been shattered and defiled.

It is impossible for one who has not the absolute confidence of the high Russian officers now staying here, to completely explain and relate the circumstances of the case against General Stoessel. I can only give you a few of the points that they put before me.

The feeling against the General commenced nearly two months before the fall of the great fortress. His aloofness, his lack of interest, and his bombastic orders of the day, alienated him from his brother officers. The real work of defence was in the hands of a man whom the world does not know, but of whom his comrades speak with enthusiasm. Gradually the breach widened. There were no breaks of discipline, but the respect was gone. All in charge worked their utmost, yet no word of approbation came from the commander-in-chief.

On December 12, pourparlers were exchanged between Stoessel and Nogai. On the 14th Stoessel gave orders for his packing to be done. On the 16th he called a council of war to decide as to surrender. Twenty-three officers of the highest rank attended. The matter was fully discussed, and it was proved that there were sufficient provisions and ammunition in the city to enable them to hold out for six weeks or two months at the least. It was put to the vote. Nineteen voted for "No Surrender," four voted "Surrender." The meeting then dissolved. The next day, to the utter surprise of all, Stoessel sent a letter to Admiral Wirren, announcing the surrender and giving him one night to destroy his fleet.

The order was obeyed, but as the officers say, their astonishment and their sorrow can be comprehended when one remembers that every day, even to the last, Stoessel's one cry had been, "We will never surrender, never!" The following events all helped to convince the garrison they had been sold. There was the General's private interview with the Japanese General; his refusal to speak with his brother officers on any subject; his solitary journey—save for his wife and servants—to Nagasaki; his presence in Shanghai, where he was carefully guarded; and many other incidents, slightly in themselves, but damning in combination.

It is said that the charges have already been formulated and telegraphed to the Tsar. Of this, the officers here speak reticently. They tell one to wait. Surveying the matter impartially, without any bias, unless it is bias in favour of the General, I cannot help but believe that the story told by the Admiral and officers has within it much truth.

JAPAN'S PROSPECTS IN THE COMING YEAR.

AN INTERESTING INQUIRY.

In the *Tokyo Mainichi* of the 20th and 21st instants, Mr. Yasuda, head of the Yasuda Bank, reviews the present economic indications with the object of ascertaining whether last year's favourable conditions may be expected to rule in the coming year.

Mr. Yasuda says that according to the old proverb, "Ko-o naru wa naru no hi nara ni arazu" (which may be rendered by the English proverb, "Coming events cast their shadows before"), keen observers should be able to foretell in the main course of economic phenomena. But those depend largely upon weather conditions and the developments of the war, as to which only suppositions can be formed. There are no data available on which estimates may be established of the crops or of the extent of public confidence, the main factors in economic affairs. So far, however, as present conditions may be relied upon the future is most hopeful. In consequence of the fall of Port Arthur, the tone of the market is better than in December. The large force of troops hitherto occupied by the siege of the fortress is now available for action at the front, and the blockading fleet is able to devote its whole strength to the Baltic Fleet. Japan's credit has in consequence risen abroad, and Japanese bonds have returned to the ante-bellum figures; stocks show an upward tendency; the war expenses have been provided for; and in all directions the future looks bright.

But at the same time, continues Mr. Yasuda, it cannot be denied that there are very heavy liabilities for us to face—the additional taxation, the domestic loan bonds, the calling of so many more men to the colours, the extension to a farther distance from the base of the field of operations, and lastly, diplomatic difficulties. These four factors are between them sufficient to undo the effects of the previous successes. They can be neutralized only by greater successes in other directions. The feeling of anxiety arising from them can be removed only by a decisive victory on the Shaho, or the manifestation on the part of the United States of an inclination to act in our favour. There is no question, however, but that the prospect of peace, with conditions advantageous to us, will produce the desired effect and restore confidence and activity.

So long as the war lasts there is the danger that China, France, and England may be forced out of their neutrality. That danger is at present fortunately distant, but if either of the two combatants were to suffer a crushing defeat an acute crisis would be reached. The Anglo-

Japanese combination stands in a more advantageous position than the Franco-Russian alliance. But England has not yet recovered from the effects of the Transvaal War and is not inclined to join in a new one; but if Germany were to become a party to the Franco-Russian Alliance, no one knows what steps might be taken. We believe, however, says Mr. Yasuda, that no diplomatic movement of a nature to disturb business will occur until the terms of peace are under discussion.

The increase of the forces in the field will diminish the supply of labour at home, but the greater industry of those that remain will easily make up for the deficit. It may be stated that the mobilisation last year did not produce any appreciable difficulty in the supply of labour. While the extension of the line of operations at the front adds to the difficulties of the campaign, we can trust in the discipline and organisation of our army to overcome them. No development injurious to business is likely to come from the army.

Of the sum to be raised by loans this year, 570 millions, there remains 450 millions yet to be provided, and at least a hundred millions of this will have to be sought abroad. In consequence of the capture of Port Arthur it will be easy to obtain that sum on satisfactory terms; and the amount to be raised at home will not exceed 350 millions. Should the Government persist in issuing its bonds on the same conditions as before, some trouble will be experienced in floating the loans, but with suitable concessions to capital the operation should not present any difficulty. Still it is bound to some extent to check enterprise, bring on financial stringency and a rise in interest.

Of all the adverse factors, however, the most harmful is the increase in taxation. The increase of the Land-tax and the imposition of succession duties will not do much harm, but the impost on rice and the Textiles-tax, although not heavy in themselves, will cause grave disturbance and reduce the poorer classes to pitiful distress. The taxes on income, business, transit, and the stamp duty may to some extent hamper business, but on the other hand they will stimulate saving in no small degree. [I]f this be so, the Government revenue will necessarily suffer.—ED.] On the whole, the effect of the additional taxation, though great, will but little injure already established business.

To conclude, these four factors, diplomatic difficulties, the extension of war operations, the increase of taxation, and the issue of bonds, while accentuating somewhat our present economic difficulties, will not do so to such an extent as to justify anxiety. The fluctuations of the paper currency remain to be noticed. The note issue, which reached 300 millions at the end of the year, has been brought back to 250 millions, but to reduce it further does not seem possible. The chief cause of this expansion is the Bank of Japan's advances to Government, which rose to 90 millions and still stands at 80 millions. The Government is obliged to borrow from the bank because its monthly income is far below the disbursements. Government pays back the bank's loans as the instalments of the foreign loan come in, but it can hardly be expected that the amount of notes in circulation will be reduced accordingly.

A fourth domestic loan is to be issued before long, and from this and the proceeds of the additional taxation the Treasury's receipts will greatly increase. But as the Treasury's disbursements increase at the same time we cannot hope, says Mr. Yasuda, to see the deficit, however, will be made good by a third foreign loan now under negotiation. We fear the note issue will go on increasing, which is unavoidable so long as the Treasury has to rely on foreign loans and the Nippon Ginko's advances to make good the deficits in income. Further, the inflation in the note issue will naturally accelerate the rise in prices resulting from increased taxation; the appreciation of commodities in its turn will lead to increased importations; but at the same time the decreased consumption at home will prevent the decrease of exports and foreign trade will therefore expand in both directions. [We cannot follow this reasoning; if domestic consumption decreases there can be little profit in the expansion of exports; while if there is a rise in the price of commodities it is evident that exports must decline rather than increase.—ED.]

The rise in prices and increase of imports must result in the outflow of specie. On the other hand, the influx of foreign money through Government loans will strengthen the basis of our fiduciary circulation. Should the authorities find some means of contracting the note issue our forecast will be falsified. We hope, Mr. Yasuda concludes, that such will be the case, but we do not expect to see it realised.—*Japan Chronicle*.

NEW TRADE ROUTE.

IMPORTANT FOR HONGKONG.

That trade routes should be continually changing is not to be wondered at, seeing the many causes that take ships to other ports and give them an opportunity for opening new trade. One great factor is the cost of coaling at ports, and this is where for many years Singapore had an advantage over some of its surrounding competitors. Some scarcity of accommodation here and some increase in cost have limited the increase in the trade we all wish for is the Port, but a far more important matter in the alteration in the character of steamers, big ones replacing little ones, and calling at the smaller Ports. A straw which shows which way the wind blows is given us by the *Jolo Correspondent of the Singapore Free Press*, who writes:

General Wood, the Governor of this province, announces that the Hongkong Australian line, which have heretofore passed through the Strait of Basilea in sight of Zamboanga, without stopping, will henceforth make that regular port of call. This means that much of the produce of the province will be shipped to Australia or to Hongkong by this line instead of to Singapore by the N. D. L., as at present. Also it is believed that a considerable part of the import trade will be given over to this line. Merchants declare that it will pay them much better to send their copra to Australia than to Singapore hereafter.

THE *Shanghai Times* is informed from an authoritative source that the Chinese officials at Peking intend to remain obdurate re the cancelling of the Canton-Hankow Railway concession, holding that the company is not American.

During the last fiscal year, 74 persons classified in the annual report of the executive secretary as "an impecunious and often undesirable element which drifted here in search of adventure of a livelihood, and which too often added nothing to the wage earning capacity of the inhabitants and certainly nothing to the educative and uplifting purposes of the government, and which was likely to become a charge upon the community." They were reported from the Philippine Islands as agents of the United States.

RACE TOPICS.

6th inst.

Following were the times recorded this morning:—
Umbrian King, in blanket, 1 mile, 31.
Empress of India, 1 mile, 39, 1.18, 1.51 1/5.
2.27 1/5, 3.03 1/5, 3.37.
Policy, 1 mile, 43 1/5, 1.27 1/2, 2.08 4/5, 2.47 1/5, 3.22, 3.55 4/5.
Rosy Morn Rose, 1 mile, 41, 1.16 4/5, 1.51, 2.26 1/5, 3.01.
Invincible Rose 1 mile, High Frequency, joined 1 mile, 36, 1.10, 1.44, 2.16 4/5.
Astraea and Ocean, 1 mile, (1), 35, 1.10, 1.44.

Following are the times recorded on Saturday:—

Set, 1 mile, started while it was dark, last mile, 2.35.
Patrimony, 1 mile, 36, 1.17, 1.49, 2.26, 3.00, 3.40.
K. O. S. B., 1 mile, 39 1/2, 1.51, 1.54, (1), 3.04.
Highland Chief, 1 mile, (1), 40, 1.18, 1.59, 2.33, 3.06 1/5.
Pat, 1 mile, (1), 38, 1.16, 1.54, 2.30, 3.06.
Mick, 1 mile, 34, 1.10 1/5, 1.46 4/5, 2.22 1/5, 2.57.
Spirite, 1 mile, 37, 1.12, 1.46 1/5, 2.23, 2.59 1/2.
Squaler, 1 mile, (1), 37 1/2, 1.12 3/5, 1.48 1/5, 2.23.

Policy, first, and Astraea, second, 1 mile, 37 1/2, (1), 1.49, 2.23 1/5, 2.58 4/5.
Grand Llama, 1 mile, 41 1/2, 1.18, 1.56 1/2, 2.31 1/2, 3.10 1/2, 3.44.

Fife and Ledbury, 1 mile, 36 1/2, 1.12 1/5, 1.50 1/2, 2.27, 3.02 1/2.
Yellow Peri and Blue Elephant, 1 mile, 38 4/5, 1.12, 1.56, 2.30, Blue Elephant, 2.33.
Forward, 1 mile, last 1 mile, 1.11 1/2.
V. W. H. and Berkeley, 1 mile, 37, 1.13, 1.54 3/5, 2.28.

Phaps and Cake Walk, 1 mile, (1), 40, 1.18 1/2, 1.52.
Sport Royal and Highlander, 1 mile, (1), 40, 1.19, 1.54 1/2, 2.27 4/5.
Black Bird, 1 mile, 36 3/5, 1.11 2/5, 1.53, 2.27, 3.01.

Hacken Schmidt, 1 mile, 40, 1.16, 1.51 1/2.
Prairie King first, and Jungle King second, 1 mile, 37 1/2, 1.15, 1.52 1/5, 2.29 3/5, 3.03.
Cebu first, and Nomination second, 1 mile, 39, 1.14 1/5, 1.49 1/5, 2.25.
Lanark first and The Duke second, 1 mile, 39, 1.15, 2.52, 2.27.

Black Monday, 1 mile, 37 1/2, 1.15, 1.53 4/5, 2.28 4/5.
The Professor, second, and The Loafer, first, 1 mile, 37 1/2, 1.13, 1.48 2/5, 2.24.
The Count, 1 mile, (1), 34 3/5, 1.12 2/5.

Gem Rose, Lamarque Rose and High Frequency, 1 mile, 34 1/5, 1.08 4/5, 1.44 1/5, 2.21, 2.59 1/2.
Phaps Not and Two Step, 1 mile, 34, 1.09.

Ca Canny, 1 mile, (1), (1), 37, 1.15, 1.58 1/2.
Somali, 1 mile, 41, 1.15, 1.50 1/2, 2.27 1/5, 3.03 1/5, 3.37 1/2.
Ard Patrick, first, and Zodiac, second, 1 mile, 37, 1.14, 1.48, 2.19 1/5.

Cotswold, first, and Polka, second, 1 mile, 38, 1.14, 1.54, 2.31 1/5, 3.06 1/2, 3.39.
Heythrop, and Croome, 1 mile, 40 3/5, 1.17, 1.53 1/5, 2.26 4/5.
Umbrian King, 1 mile, (1), 37, 1.15, 1.53 1/2, 2.28 3/5, 3.02.

Grafton, 1 mile, 39, 1.17 1/5, 1.54, 2.30 1/2, 3.05 1/2.
Coronet Rose, 1 mile, 36, 1.13, 1.48 1/2, 2.24, 2.58.
Marchal Niel Rose, 1 mile, (1), 35 1/2, 1.09 1/2, 1.41, total 2.18.

Empress of India Rose, 1 mile, 38, 1.13 2/5, 1.46 4/5, 2.21 2/5, 2.56 3/5.
Rare Rose, 1 mile, (1), 1.25, (1), 2.25, 2.49, 3.00, 3.31, total 4.11.
La France Rose, 1 mile, 34 1/2, 1.07 1/2, 1.40, 2.15 1/2, 2.53, 3.28 4/5, total 4.05 4/5.

Halifax, 1 mile, (1), 37, 1.12, 1.48, 2.22 3/5, 2.57, 3.33.
Esquimaux, time missed.
Border Raider, 1 mile, last 1 mile, 36, 1.10, 1.40, 2.10, 2.40, 3.10, 3.40, 4.10.

Japanese combination stands in a more advantageous position than the Franco-Russian

Following were the times recorded this

Umbrian King, in blanket, $\frac{1}{2}$ mile, 31.
 Empress of India, $\frac{1}{2}$ mile, 39, 1.18, 1.51, 1.55, 1.57.
 1.27, 2.5, 3.53, 1.5, 3.37.
 Policy, $\frac{1}{2}$ mile, 43, 1.15, 1.27, 1.28, 4.15, 2.47, 1.15, 1.15.
 2.2, 3.55, 4.15.
 Rosy-Morn Rose, $\frac{1}{2}$ mile, 41, 1.16, 4.15, 1.51, 1.51.
 2.26, 3.01, 1.15.
 Invincible Rose, $\frac{1}{2}$ mile, High Frequency.
 Joined, $\frac{1}{2}$ mile, 36, 1.10, 1.44, 2.16, 4.15.
 Astrea and Ocean, 1 mile, (1), 35, 1.16, 1.16, 1.16.

Following are the times recorded on Saturday:—

Set, 1½ mile, started while it was dark, 1 hr. 1 mile, 2.35.

Patrimony, 1½ mile, 36, 1.11, 1.49, 2.26, 3.00.

K. O. S. R., 1½ mile, 39½, 1.16½, 1.54, (?) 3.04.

Highland Chief, 1½ mile, (?) 40, 1.18, 1.55, 2.33, 3.06 1/5.

Pat, 1½ mile, (?) 38, 1.16, 1.54, 2.30½, 3.06.

Mick, 1½ mile, 34, 1.10 1/5, 1.46 4/5, 2.22 1/5, 2.57.

Spiritie, 1½ mile, 37, 1.12, 1.46 2/5, 2.23, 2.59.

Squaler, 1½ mile, (?) 37½, 1.12 3/5, 1.48 1/5, 2.23.

Policy, first and Astraea, second, $1\frac{1}{2}$ mile, 37
 (?), 1.49, 2.23, 2.58 4/5,
 Grand Llama, $1\frac{1}{2}$ mile, 41, 1.18, 1.56, 2.33
 3.10, 3.44.
 Fife and Ledbury, $1\frac{1}{2}$ mile, 36, 1.11 1/2,
 1.50, 2.27, 3.02.
 Yellow Peril and Blue Elephant, 1 mile
 36 4/5, 1.12, 1.56, 2.30, Blue Elephant, 2.33.
 Forward, $1\frac{1}{2}$ mile, last 4 mile, 1.12.
 V. W. H. and Berkeley, 1 mile, 37, 1.11
 1.54 3/5, 2.28.
 Phaps and Cake Walk, 1 mile, (?), 40, 1.18
 1.52.
 Sport Royal and Highlander, $1\frac{1}{2}$ mile, (1
 40, 1.19, 1.54, 2.27 4/5.
 Black Bird, $1\frac{1}{2}$ mile, 36 2/5, 1.11 2/5, 1.51
 2.27, 3.01.
 Hacken Schmidt, $\frac{1}{2}$ mile, 40, 1.16, 1.51.
 Prairie King first and Jungle King second
 $1\frac{1}{2}$ mile, 37 2/5, 1.15, 1.52 2/5, 2.29 2/5, 3.03.
 Cebu first and Nomination second, 1 mile
 39, 1.14 1/5, 1.49 2/5, 2.25.
 Lanark first and The Duke second, 1 mile
 39, 1.15, 2.52, 2.27.
 Black Monday, 1 mile, 37, 1.15, 1.53 4/5
 2.28 4/5.

The Professor, second, and The Loafer, first mile, 37, 1.13, 1.48 2/5, 2.24.
The Count, 1/2 mile, (1), 34 3/5, 1.12 2/5.
Gem Rose, Lamarque Rose and High Fidelity? 1/2 mile, 34 1/5, 1.08 4/5, 1.44 1/5, 2.59.
Phaps Not and Two Step, 1/2 mile, 34, 1.09.
Ca Canny, 1/2 mile, (?), (?), (?), 2.27 1/2, 3.5.
Somali, 1/2 mile, 41, 1.15, 1.50 1/2, 2.27 1/2.
3.03 1/5, 3.37 1/2.
Ard Patrick, first, and Zodiac, second, 1 mile, 37, 1.14, 1.48, 2.19 1/5.
Cotswold, first, and Polka, second, 1/2 mile, 38, 1.14, 1.54, 2.31 1/5, 3.06 1/2, 3.39.
Heythrop, and Croome, 1 mile, 40 3/5, 1.53 1/5, 2.16 4/5.
Umbrian King, 1/2 mile, (?), 37, 1.15, 1.52 1/2, 2.28 3/5, 3.02.
Grafton, 1/2 mile, 39, 1.17 1/5, 1.54, 2.27 1/2, 3.05 1/2.
Coronet Rose, 1/2 mile, 36, 1.13, 1.48 1/2, 2.25 1/2, 3.05.
Marechal Niel Rose, 1 mile, (?), 35 1/2, 1.41, 2.18.
Empress of India Rose, 1/2 mile, 38, 1.13, 1.46 4/5, 2.21 2/5, 2.56 3/5.
Rare Rose, 1/2 mile, (1), 37, 1.25, (?), 2.25, 3.00, 3.31; total 4.11.
La France Rose, 1/2 mile, 34 1/2, 1.07 1/2, 1.25, 2.52, 3.28 4/5; total 4.05 4/5.
Halifax, 1/2 mile, (1), 37, 1.12, 1.48, 2.22 1/2, 3.32.
Equinault, time missed.
Belder Raider, 1/2 mile, last 3/4, 36, 1.10.
Scottish King, 1/2 mile, 40, 1.18, 1.53, 2.30 1/2, 3.35 4/5, 4.00.
Heather King, 1/2 mile, 37, 1.14, 1.50, 2.25, 2.57 2/5.
Norman King, 1/2 mile, (?), 37, 1.15, 1.47, 2.18, total 3.38.
Saxon King, 1/2 mile, 39, 1.18, 1.57, 2.35, 3.06 3/5.
Algerine, 2, last 1/2 mile, 40 1/2, 1.21, 1.52, 2.37 1/5, 3.14 1/5, 3.49 1/2.
Galeon, 1/2 mile, (?), (?), (?), 2.22, 2.58 1/2.
Bearn Cake, time missed.
Allande, time missed.
Cascade, time missed.
Ching, time missed.
Fiscal, 1/2 mile, (?), 38, 1.18, 1.53 1/2, 2.26.
Invincible Rose reported galloped yesterday, 1 mile, 32, 1.04, 1.38, 2.16.

NEW TRADE ROUTE.
—◆—
IMPORTANT FOR HONGKONG.

To-day's times are as follows:—
 Patrimony joined by Eclipse, (o), 1 1/2 mile, 38, 1.49 1/2, 2.24 1/2, 3.01.
 Professor, (o), 1 1/2 mile, 40, 1.20, 2.00, 3.16 1/2.
 Zodiac, (o), 1 1/2 mile, 38, 1.15, 1.52, 2.28, Ard Patrick and Border Blaird, (o), 1 mile, 38 1/2, 1.16 1/2, 1.52 1/2, 2.29, 3.04.
 Cotswold and Polka, (o), 1 1/2 mile, 1.09 2/5, 1.45, 2.20 3/5, 2.53 2/5.
 Croome and Heythorn, (o), (P), 37, 1.48 1/2.
 Black Monday (first), and Lanark (second), (o), 1 1/2 mile, 41, 1.17 1/2, 1.52, 2.28, 3.03, 3. Lanark finished 3 seconds behind.
 Sleaford and N. E. (o), 1 mile, 38, 1.12 3/5, 1.50, Royal and Highlander, (o), 1 1/2 mile, 35 1/2, 1.11 1/2, 1.48, 2.23 1/2.
 Altamoue and Forward, (o), 1 mile, 37 1/2, 1.14 1/5, 1.49 1/2.
 The Count, (o), 1 mile, 41 1/2, 1.23 1/2, 2.02 1/2, 2.36 1/2.
 Ca Canny, (first) Ledbury, (second), Epworth, (o), 1 1/2 mile, 40, 1.19, 1.58, 2.35, 3.23.
 Spirit 3 seconds behind.
 Cebu, (second), Mick, (first), (o), 1 1/2 mile, 1.16 1/2, 1.53 1/5, 2.28 1/2, 3.04.
 K. O. S. E., Fife and Squall, (o), 1 1/2 mile, 41, 1.15, 1.49, 2.23 1/2, 2.35, 3.04 1/2. Squall finished behind.
 W. H. H. (o), 2 miles, 30 1/2, 1 1/2 mile, 38, 1.15, 1.53, 2.30, 3.04 1/2.
 Duke, (o), 1 mile, 2.25.
 Umbrian King and Saxon King, (o), 1 1/2 mile, 37, 1.17, 1.42, 2.17 1/2. Saxon 4 seconds behind.
 Norman King, (o), 1 1/2 mile, Desert. H. joined 2 miles, 37 2/5, 1.14 2/5, 1.51, 2.25 1/2, 2.58 1/2.
 Prairie King and Jungle King, (o), 1 1/2 mile, 37, 1.14, 1.42, 2.22 1/2.
 Gratton, (first), Cascade, (second), (o), 1 mile, 37, 1.11 1/2, 1.47, 2.20, 2.55 1/2.
 Phosph, (1), 1 mile, and Hacken Schindler joined 1 mile, 39, 1.12 3/5, 1.48 1/5, 2.23 1/2, 3.00.
 Bean Cake, (1), 1 1/2 mile, 39 1/2, 1.15, 1.50, 2.25, 2.50.
 Modder and Cake Walk, (1), 1 1/2 mile, 1 mile, 34 1/2, 1.00 1/2, 1.42 1/2.
 Ching, (o), 1 mile, 36, 1.08 1/2.

8th inst.
All this morning's gallops were performed on the inner track, and subjoined is given the record of times. For sake of brevity (b) when used against any pony denotes "boy rider".

Fiscal, 1 mile, (7), 35, 1.10, 1.45, 2.10.
Rare Rose, 1 mile, (7), 34, 1.05, 1.40, 2.10.
Coronet Rose, 1 mile, 35, 1.13, 1.45, 2.25.
2.15, 2.27.
La France Rose, (b), 1 mile, 39, 1.15, 1.48, 2.25, 2.55.
Marchal Nial Rose, (b), 1 mile, (7), 34, 1.11, 1.47, 1.55, finished lame.
Empress of India Rose, 1 mile, joined by High Frequency, 1 mile, 34, 1.07, 1.40, 4.5.
2.15, being whipped at the finish.
Lamarque Rose, (b), and Gem Rose, (b), 1 mile, 35, 1.10, 1.44, 2.15, 2.50.
Invincible Rose and Rosey Rose, (b), 1 mile, 37, 1.15, 1.48, 2.22, 2.50.
Policy, (b), 1 mile, 37, 1.14, 1.51, 2.25.
Haffax, (b), 1 mile, 36, 1.15, 1.45, 2.25.
2.18.
Esquimalt, (b), 1 mile, 40, 1.16, 1.52, 2.25, 2.58.
Somali, 1 mile, 37, 1.15, 1.51, 2.26, 2.59, 4.5.
Grand Llama, 1 mile, 33, 1.08, 1.42, 2.17.
Highland Chief and Alarm, 1 mile, (7), 35, 1.11, 1.46, 2.19.
Salom, 1 mile, (7), 33, 1.08, 1.43, 2.18.
Highland Fling and Wee Macgregor, 1 mile, (7), 33, 1.08, 1.46.
Scottish King, (b), 1 mile, 35, 1.08, 1.45, 1.42, 1.54, and Heather King, (b), 1 mile, 33, 1.07, 1.41, 2.12, best performance, since training commenced.
Blackbird, 1 mile, 37, 1.09, 1.42.
Astrea and Ocean, 1 mile, 36, 1.12, 1.47, 2.23, 3.00.
Royal and Woodstock, 1 mile, (7), 37, 1.15, 1.47, 2.18.

Below are recorded the "times" for this morning's gallops—
Patriotism and Eclipse, 1 mile, (7), 35, 1.11, 1.46.
Cacanny, 1 mile, 35, 1.06, and further last quarter 33.
Alladin (Video up), 1 mile, 37, 1.14, 1.48, 1.55, 2.21.
Spirite, 1 mile, 35, 1.07.
Umbrian King, 1 mile, 1.17, 1.53, 2.29, 3.04, 3.38.
Set, 1 mile, 35, 1.10, 1.45, 2.15, 2.33.
Mick, 1 mile, 40, 1.17, 1.53, 2.27.
The Loaf and The Count, 1 mile, 38, 1.15, 1.49, 2.26, the latter quite finished.
K. O. S. B., 1 mile, (7), 32, and another half mile in 34, 1.07.
Sport Royal and Highlander, 1 mile, 36, 1.15, 1.53, 2.26, 3.5.
Titmouse, 1 mile, and Forward, 1 mile, (7), 34, 1.10.
Baxou King, 1 mile, 33, 1.06, 1.40, 2.18.
Phaps, 1 mile, and Phaps Not, 1 mile, 34, 1.07, 1.40, 1.5.
Zodiac, (May up), 1 mile, 34, 1.04, 1.39, 2.12, 2.5.
Cebu (Gegg up), and Cascade ("boy" up), 1 mile, 34, 1.05, 1.40, 3.5, Cebu being beaten by Cascade; their respective times were 2.20, and 2.17, 2.5.

Bijou, 1 mile, (7), 35, 1.09.
White Elephant, 1 mile, 35, 1.10.
Lanark, (Johnstone up), 1 mile, 37, 1.12, 1.45, 2.18.
Black Monday, 1 mile, 37, 1.10, 1.45, 1.44, 2.5.
Croome and Heythrop, 1 mile, 35, 1.08, 3.5.
1.42.
Norman King, 1 mile, 35, 1.11, 1.45, 2.19, 2.5, 3.04.
Dean Cake, 1 mile, and Hacken Schmidt, 1 mile, (7), 1.09, 1.45, 1.43, 2.5, 1.69.
The Duke, 1 mile, (7), 35, 1.09.
Ching, 1 mile, 36, 1.15, 1.09, 1.42, 3.5.
V. W. H. (May up), Berkeley ("boy"), 1 mile, 34, 1.08, 1.47.
Nomination (Johnstone up), 1 mile, 38, 1.13, 1.46.
Jungle and Prairie King, 1 mile, 31, 1.5, 1.05, 1.91.
Mr. Port's chestnut romped in ahead of Jungle.

High Frequency and Queen Rose, 1 mile, 34, 1.06, 1.43; Mr. Buxey's Queen finished in 1.44, being thus beaten by one second over the distance.

ROYAL ENGINEERS' CONCERT.

8th inst.
Last night the Sergeants' Mess of the Royal Engineers was decorated and laid out tastefully, for the benefit and entertainment of the chief and first-class petty officers of H.M.S. *Vengeance*, and a most enjoyable "Smoker" was held to bid farewell to all who have been frequenters of this mess. The hearty good-fellowship with which they have fraternized together was amply illustrated in the jovial manner in which the R.E.s welcomed their guests at the evening, and on speaking to a petty officer from the *Vengeance* who attended last night's function a correspondent says he spoke very highly of the sergeants and the right royal way they have always expressed their friendship for their comrades of the sister service. The programme was a brilliant one and no time was allowed to pass between the turns. Quarter-master Sergeant Saunders took the chair and proved himself a worthy president. At ordinary times his presence is enough to make all about him feel jolly and at their ease, and on this special occasion, he excelled himself and guided the night's enjoyment to a most successful issue. Corporal Roberts acted as pianist, and was never at a loss to accompany even the most difficult songs without music. Staff-Sergeant Walston opened the concert with a humorous song setting forth the difference of single and married folk. Mr. Christie, of H.M.S. *Vengeance*, next gave with feeling *Longshoreman Billy*, and in quick succession came a most appropriate song by Quarter-master Sgt. Bacon. *All have a drink with me*. That he was taken at his word could be told by the accompanying clink of glasses. Jimmy Donovan next occupied the platform and sang *I know what it is to be there*. Mr. Matson, of the *Vengeance*, was in fine form in his song *The Warrior's Song*, while Mr. Middleton's contribution, *True, true love*, was a pleasing diversion from the sentimental. The imitator comedian C. M. Sgt. Walston again amused the company with *At the Christmas Pantomime*, and gained loud applause. He is really a talented vocalist, knows precisely how to catch the ear of his audience, and last evening was certainly the star artist. Mr. May, of the *Vengeance*, sang a highly amusing naval absurdity, entitled *The Captain told me that*, after which Mr. Gow sang in broad Scotch *My new Kilnarnack Bonnet*. There was an interval of ten minutes, and Mr. Christie gave an excellent rendering of *The Chorus* for which he was loudly cheered. Mr. Course, of the *Vengeance*, sang an old song entitled *Glorious Beer*, and his clever asides made this piece go with a good swing, everyone singing lustily in the chorus. *The Stowaway*, given at considerable length by Mr. Price, of *Vengeance*, also went well, and after this came a duet, by Messrs. Matson and Christie of H.M.S. *Vengeance*, entitled *Lordard Watch Aho*, which gained well-merited applause. On the same principle of working a willing horse Q. M. Sgt. Walston was again brought to the front, and sang *Come out*, for which the company came out, with loud applause. Now Mr. Christie again ingratiated himself by giving an interesting little story, and Mr. Titmus of the *Vengeance* introduced *A Runny Funny Indian* in song. Mr. Mason of the battleship put heart into the old popular melody *Annie Laurie*, and Mr. Rogers sang

Every Bull has its Bullitt was another popular item. Sgt. Woodroffe A.R.C. sang *Sally*, and put into the form of a speech a toast to the Naval guests present. He alluded to the happy relations of Navy and Army which he said had been solidified by contact with comrades of both services. A most gratifying state of friendship existed, and he hoped it would always remain so and that it would grow stronger as time went on. He specially wished all warrant and petty officers of H.M.S. *Vengeance* bon voyage and God speed—a wish he expressed on behalf of the warrant and Non Com's of the Royal Engineers. Mr. Christie returned thanks for his shipmates, after which Mr. Matson proposed the health of the hon. members to which Mr. Tuckwell of the R.N. yard ably responded. Mr. Spencer of the *Centurion* sang *The White Squall* and Mr. Spith of the *Vengeance* gave the closing song of the evening *Embracing all the British Isles*. Various toasts were then drunk and after mutual good wishes were individually exchanged the company separated at midnight, after enjoying the full fruits provided to be one of the most successful "Smokers" ever held in the Colony.

THE LATE FR. MARTINET.

7th inst.
Within three months the Roman Catholic community in Hongkong have had to deplore the loss of the principals of both branches of their mission with head-quarters for South China in this Colony. It was only just recently that we had the sad duty to record the death of the Right Rev. Bishop L. M. Piazzoli of the Italian Mission, and to-day we have the melancholy task to perform of noting the death of the Rev. J. B. Martinet, which took place at the Sanitarium at Pokfulam. The death of the Rev. Father was brought about by an attack of apoplexy with which he was seized about a week ago. He then became confined to his bed, and all medical aid becoming of no avail he gradually sank from day to day until he breathed his last this morning at half past three o'clock, attended at his death-bed by the Superior of the Sanitarium, the Rev. Father Marie, and other priests of the same mission. The deceased had completed his sixtieth year of age when he died, and was apparently in robust health until his last illness which has had so fatal a termination. The funeral will take place to-morrow morning, and according to custom, the body of the deceased father will be interred within the grounds of the Sanitarium in Pokfulam, opposite the famous old "Douglas Castle" in that locality, now also the property of the French Mission. Well-known and highly respected as he was both in Hongkong and Shanghai, it might be a work of superfluity to record any detailed biographical sketch of the late Rev. Martinet. But a few of the most important dates connected with the life of the late reverend gentleman may well be supplied of one who held so prominent a position in the Catholic world in Hongkong and whose influence on the admirable work of evangelisation as carried out by the Mission Etrangères in China dates back for more than thirty years.

The Rev. Father Martinet came out to China in 1870 as a missionary attached to the brotherhood known as the Societe des Missions Etrangères. He first arrived in Hongkong and was appointed procurator of the Society. His first stay in the Colony was not of long duration; for a few months after his arrival from Europe, in obedience to orders from his superior in France, he proceeded to the Straits where he was stationed at Singapore, holding a position there similar to that of a field here. After four years of most useful work in the Straits Settlements where it was his good fortune to witness the permanent establishment and enlargement of the Mission's influence in the Malay Peninsula and in Siam, Fr. Martinet was promoted to a more important sphere in North China with head-quarters in Shanghai. Here the scope of the missionaries' labours was considerably amplified, and by dint of perseverance and arduous zeal in the cause which he so devoutly espoused, his regime in the North even surpassed in result the excellent work he was responsible in accomplishing in the South. So that by the time he relinquished his important charge in the Model Settlement he had the satisfaction of being able to look back with considerable interest on prodigious work successfully accomplished within fourteen years in furtherance of the noble objects of the Mission Etrangères in spreading knowledge amongst the mass and bringing relief and comfort to many a destitute home in regions inaccessible to the ordinary individual. Not the least important of the many important branches of the Mission's work is certainly the diffusion of knowledge by means of the hundreds of different publications, which are printed by the hundreds of thousands of copies yearly and distributed throughout the length and breadth of the Middle Kingdom, emanating from the Office of the Nazareth in Pokfulam.

In 1880 Fr. Martinet returned to Hongkong, only to be elevated to the position of Procurator-General of the Society which he held since till his death. For the past fifteen years the work of the mission has been consolidated and amplified in a manner that considerably enhanced the influence of the Mission Etrangères in the Farther East. The material progress of the Society was just as ably directed by the late Procurator-General.

FUNERAL OBSEQUIES OF FATHER MARTINET.

8th inst.
At nine o'clock this morning all that was mortal of the Rev. J. B. Martinet, of the French Mission to China, was laid to rest in a peaceful and lovely spot within the Sanitarium at Pokfulam. At 8.30 a.m. the body of the deceased was laid on the bier in the chapel of the mission at Pokfulam, and Matins and lauds were sung over it with a special prayer for the dead, according to the rites of the Roman Catholic Church. An hour later a solemn Requiem mass was sung by the Rev. A. Brun, Procurator in charge of the French mission, assisted by the Rev. A. Salom, a deacon, and the Rev. J. David, as sub-deacon. After the mass the body was taken to the burial ground, the Right Rev. Bishop of Canton, concluding the funeral ceremonies at the grave, and around which were gathered representatives of the Roman Catholic Missions in Hongkong and Canton, to whom the deceased priest was so well-known, and so endeared, besides most of the members of the French community in this Colony, and many other friends and sympathisers, who sent numerous floral mementos, in token of the last respect to their pastor who had been called away.

NAVAL NOTES.

6th inst.
Ships of the British fleet which came into port at noon on Saturday have been engaged in target practice during their stay at Mirs Bay. On Friday last H.M.S. *Vengeance* was inspected in drills and general evolutions by Rear-Admiral the Hon. A. G. Curzon-Howe, C.V.O., C.B., C.M.G., who pronounced himself well pleased with the efficiency of the ship's

company. The battleship is to have her final inspection on the China Station at Hongkong on once, and on the 10th inst. will sail for Malta.

7th inst.

The following appointment has been made at the Admiralty:—Captain T. Jackson, to the *Glory*, for service at Tokyo, reappointed on promotion, to date Jan. 1.

Manoeuvres on an extensive scale are about to be carried out in the New Territory. The second-class cruiser *Iphigenia* takes a native regiment to Mirs Bay early to-morrow morning.

Orders respecting the departure of H.M.S. *Vengeance* for home have been countermanded. It is said she is to be detained on the station for the next six weeks or two months. It is probable that this may have something to do with the movements of the Baltic Fleet.

It has been stated that the *Centurion*, now on the China station, cannot shoot. The *Daily Graphic* gives a photograph sent by a correspondent of the fourth target at quarterly practice. Range 3,000 yards to 3,500 yards half-charge, corresponding to between 6,000 yards and 7,000 yards full charge. The other three targets were knocked to pieces.

H.M.S. "VENGEANCE" 8th inst.

As recorded in our columns last evening the British battleship *Vengeance*, which was due to leave here for Malta on Friday, has been detained, and we understand that there is every probability of the vessel being ordered to proceed to Ceylon and re-commissioning at Colombo.

H.M.S. *Diadem* will be joining the China Squadron very shortly, as it is understood she has received orders to commission on the 4th March to relieve the *Amphitrite* now on the station.

There is to be another slight alteration in the outward appearance of H.M.S. ships, it being stated an order will shortly be issued directing the gaff to be dispensed with.

COALING RECORD. 9th inst.

H.M.S. *Vengeance* has created a record for coaling so far as battleships are concerned. Yesterday was the day appointed for her to take in coal previous to her sailing to-morrow for Malta, and although the orders for her to proceed home were countermanded it was decided that coaling operations should not be suspended. Work was commenced at 8.45 a.m. and proceeded until 1.45 p.m. by which time 1,350 tons of coal had been placed in her bunkers, the working time showing an average of 300 tons per hour.

10th inst.

The U.S. cruiser *Cincinnati* has been ordered to return from Cebu to Manila, while the monitor *Monadnock* was ordered to leave Amoy for the Philippines.

The French protected cruiser *Guichen*, now at Saigon, becomes the flagship of Rear-Admiral de Faurès de Jongue, Second in Command of the French fleet on the Asiatic Station, in place of the *Chateaufort*, about to proceed home.

NAVAL DOCKS CAPTURED.

NIGHT ATTACK ON HONGKONG. EXTENSIVE OPERATIONS. 9th inst.

With the arrival of Major-General Slade to inspect the forts and fortifications of the Colony it was apparent that extensive operations would take place with a view of demonstrating to the Inspector of the Royal Garrison Artillery the efficiency or otherwise of the forts and fortifications of Hongkong and the possibility of the capture of the island by a hostile fleet or army. Beyond a short announcement warning mariners to keep an extra good look out and show light burning brightly during the nights of the 7th and 8th inst. as British warships would probably be manoeuvring without lights on those dates, nothing definite was known regarding what steps would be taken to enable the General to form an opinion of the defences of the Colony. Men in the sister services had nothing to communicate on the matter, the local volunteers had heard absolutely nothing and people wondered when definite orders would be handed. Late on Tuesday evening, however, a few general details became common property, and although no one was much the wiser it quickly became apparent that operations were about to commence. Early yesterday morning the first important move was made, some 600 Indian troops embarking at seven o'clock and being taken in the *Andromeda*, *Hogue*, *Iphigenia* and *Astron*, out to sea prior to making a night attack with the object of effecting a landing and capturing the island. Destroyers and torpedo boats were attached to the squadron, and Vice-Admiral Sir Gerard H. U. Noel, the Commandant-in-Chief, left on the *Albatross* to direct operations. Meanwhile, the Volunteers who had mustered at headquarters early in the morning, were formed into sections, and the various squads were detailed to their respective positions. Captain Skinner, with two officers and twenty men, went away to the batteries at that important position above Lyemun Pass, Lieut. Mowbray S. Northcote, with two officers and nineteen men, marched away to Wongneichong Gap, Capt. Sayers, two officers and twenty men were taken to Stonecutters Island, and Lieut. Craig, two officers, and a similar number of men were stationed on Belcher's Island. Batteries and forts on the island and in the New Territory were fully manned by the garrison's artillery, and the defending force was further strengthened by torpedo boats guarding the entrances to the harbour, while aboard the warships remaining in port everything was in readiness to sweep the waters with powerful searchlights.

It was a cold day, followed by a colder night, but most favourable for the operations as a heavy mist overhung the island, a drizzling rain was falling and the night was pitch dark. Throughout the day the attacking force remained in shelter at Mirs Bay and did not get out to the open until midnight. It was very late in the evening, in fact early this morning, before residents in the Colony became aware that hostilities had actually commenced. The firing of heavy guns in a westerly direction denoted that the forces were getting into touch, and soon a general bombardment appeared in progress.

Shortly before ten o'clock the *Andromeda* landed a party of men on the Aberdeen side of the island, and a picket boat with a lieutenant and ten men subsequently left for the Sulphur Channel. They managed to get through safely and entered the harbour shortly before midnight. It was raining, at the time, and the party got ashore close to the Naval dockyard, which they subsequently captured and, technically speaking, blew up. This will of course be subject to the decision of the umpire. Afterwards they proceeded to the Ordnance Wharf where a somewhat amusing incident occurred. The lieutenant demanded the sentry to open the gate, and the unsuspecting guard, having obliged him, the party charging through the

open gate led by the lieutenant, disappeared into an open trench. Having scrambled over they took charge of the wharf.

The naval and military authorities are very reticent, however, concerning what actually occurred last night and until their report is made public the decision of the umpire will not be known. It is stated, however, that a main attack was made on Belcher's Island which was subsequently captured by the invading fleet, while another report is, in circulation to the effect that the island of Hongkong was actually captured.

All the men returned to their respective quarters this morning, and just after noon the battleships and cruisers which had been engaged entered the harbour through the Sulphur Channel, beyond West Point. Firing from several batteries was carried out this morning.

FATALITY ON H.M.S. "OCEAN." 9th inst.

A sad accident with a fatal termination happened on board of H.M.S. *Ocean* yesterday afternoon. It appeared that while S. Rowlands, a young able seaman, was engaged in hoisting in shot from a higher alongside, a twelve-inch projectile fell on his leg, badly crushing one and breaking the other in two places. It was found necessary, on his removal to the R.N. Hospital, to amputate the right leg, while the left was carefully set. Despite that everything possible was done for his comfort the operation proved too much for the poor fellow, and he succumbed to his injuries the same night. Deceased was a native of Liverpool, and what makes it particularly sad for his mother is that just previously death had claimed her eldest son, and in consequence she had opened negotiations with the Admiralty for purchasing deceased's discharge, owing to his being her only support. He was expecting to take passage home in H.M.S. *Vengeance*.

The burial of the deceased took place at Happy Valley at half past four this afternoon, when a large number of his shipmates were present, in addition to the usual firing party and funeral escort.

SHIPPING JETSAM. 3rd inst.

A captain of a steamer which cleared from Manila recently said that the number of British steamers laden with coal between Port Arthur and the Indian Ocean was probably greater than ever before.

S.S. "RHENANIA." We are informed that the Hamburg-America line will give an entertainment on board the new steamer *Rhenania*, Capt. J. Behrens, on Monday, 6th inst., from 4 to 6 p.m. All friends, who would like to see the modern cabin arrangement on board this fine ship, full particulars of which appeared in our last evening's issue, are respectfully invited.

THE "LEGASPI." No further news of the *Legaspi* has been received since the cable to Collector of Customs Shuster from Hongkong two days ago, says the *Manila Times*. At the request of Senator Imbar and the Spanish Consul, the Japanese Consul cabled the War Office in Tokio for confirmation of the *Legaspi's* presence in Port Arthur, but up to noon to-day no reply had been received. The Consul stated that the news would have to come through official channels and very likely would not be received before to-morrow night, and that owing to the confusion in Port Arthur harbour a ship might be lying outside and her identity a matter of question.

Very few merchant marine officers in Manila believe that the *Legaspi* has been lost, and the fact that no wreckage has been found seems to prove that she is still afloat. The ship has been a generation in these waters and has withstood some of the strongest typhoons in the history of China waters, and how she could completely disappear in ordinary weather, in the track of the many vessels running between here and Hongkong without leaving some sign or trace of her fate, can be explained only on the theory that she encountered some floating mine from the coast of Formosa which had broken loose from its moorings.

Even as she blew up in this manner and went to the bottom there would be plenty of jetsam to be found in the vicinity.

6th inst.

The East Asiatic Co.'s steamer *Princess Marie* which is at Shanghai will carry away to Odessa over a thousand of the Russian soldiers and refugees that are quartered there. It is stated that the Company receive twenty-five thousand pounds for their transport.

The R. M. S. *Tartar*, which left Hongkong at noon on 25th ult., had perfectly smooth water, with some fog, the whole way to Woon-sung, where she arrived at 7.30 a.m. on the following Saturday, the fastest voyage this former Cape liner, now in her twenty-second year, has made on this coast.

Captain Grim's of the British s.s. *Seneca* reports:—"On the 29th January at 6.30 a.m. left Shanghai and passed a junk bottom up at 8.30 a.m. in Lat. 12.14 N. Long. 114.43 E., also another one about 2 miles to the south-west, both dangerous to navigation being in the track of vessels making Pedro Blanco Island."

TRAGEDY AT SHANGHAI. The death occurred on the river on the 31st ult. under circumstances which undoubtedly indicate suicide, of William Gifford Fildes. According to the *N. C. D. News*, it appears that the deceased visited some friends on board the *Sir Sikan* and left that vessel in a sampan. Soon after leaving, according to report of the sampanman, the deceased shot himself through the forehead with a Smith and Weston revolver. Capt. Fildes was formerly an employee of Messrs. Butterfield and Swire, whose service he entered as second officer in February, 1895. He became chief officer in August, 1895, and became captain of the *C. N. S. S. Szechow* in September, 1900, resigning in February of the following year. Since that date Capt. Fildes has held several remunerative appointments and only lately, we understand, safely ran the blockade into Port Arthur.

COLLISION AT BANOKOK. In the British Court for Siam, Tuan Sam Air by a suit run, sued the Siam Steam Packet Co. for a sum of Tcs. 3,063, damages alleged to have been caused to the plaintiff by the neglect of the defendant's servants in navigating the steamer *Phet*. It was set forth that on Nov. 14th, 1904, at 7 p.m. at Wat Amphai Wan, near Anthon, while the s.s. *Hongkong*, belonging to the plaintiff, was coming down to Bangkok, the s.s. *Phet*, collided with her, with the result that the plaintiff's steamer *Hongkong* was damaged at the stern. The plaintiff did not appear as he was in the boat at the time of the collision, and has been ill ever since. The steersman and engineer of the *Hongkong* and one passenger gave evidence for the plaintiff, all alleging that their boat was carrying the proper lights and that the fault was entirely that of the *Phet*. For the defence the steersman of the *Phet* said the *Hongkong* was not showing any lights. The manager of the Packet Co. at Anthon, also gave evidence, and produced a map of the river. This showed

that the place where the boat grounded was three-quarters of a mile from where the collision took place, while the other side said it was only a matter of about four fathoms.

The Court examined the *Hongkong* moored in the river, and the case was adjourned.

"LISCOM" FOR HONGKONG. 7th inst.

Hongkong has been decided on as the place where the American transport *Liscom* will be brought to be remodelled for a cable ship. She was to sail last Friday or Saturday for Ching-wang-tao, the seaport of Peking with 100 infantry troops who will be landed there as legation guard.

There is a report from Moji that P. & O. s.s. *Maragon* has struck a rock off Fukuro, Mikoshima.—N. C. D. News.

The Japan Chronicle reports the capture of the steamer *St. S. Dollar*, 4,216 tons, from Victoria, B.C., for Vladivostok, with fodder and provisions.

H. M. Consul-General at Shanghai has informed the Press that a floating mine, about 72 lbs., was seen on the 30th of January in Latitude 30.102° N., Longitude 122.48° E., in the direct course of shipping from Shanghai to Shanghai.

Lloyd's being unable to discover any evidence that Russia is arranging to supply the Baltic fleet with coal and provisions beyond Diego Suarez Bay, in the extreme north of Madagascar, has cancelled two large ship-loads of arms and ammunition bound from Libau, in the Baltic, to the East Indian Archipelago and Saigon, the capital of French Indo-China.

The s.s. *Loch Tay* which was due in Colombo on the 28th ult., from Middlesbrough and London was bringing out the whole of the ironwork, including pumps, etc., for a large island, 8 1/2 ft. in length, 25 ft. breadth, and 40 ft. 3 ins. in depth, for re-erection at Colombo, from the designs and under the superintendence of Messrs. Coode, Son and Mathews. The caisson is for closing the entrance to the large new graving dock which is in course of construction and has been built to the order of the Crown Agents for the Colonies.

CHINA S. N. CO. ANOTHER NEW STEAMER.

Scott's Shipbuilding and Engineering Company, Greenock, have contracted to build a further steamer for the China Steam Navigation Company. The business connection between these firms is probably unique, says the *L. & C. Express*, for it is an extraordinary fact that, of the 62 vessels constituting the company's fleet, no fewer than 54 were built by the Greenock shipbuilding firm. Of this fleet, the oldest is the *Edwin*, of 2,232 tons net, built in 1873 by Messrs. A. and J. Inglis, who also built the *Hankow*, of 2,252 tons, a year later. Two, the *Hong Ho*, in 1879, and the *Tung-Ting*, in 1900, were built in Shanghai by Messrs. Boyd and Co.; two, the *Nanchang* and the *Kueiyang*, in 1890, by the London and Glasgow Company, Ltd.; the *Shanghai* by Messrs. Napier, Shanks, and Bell, Glasgow, in 1895; and the *Min*, of 367 tons, by Messrs. Mordey, Carney, Southampton, in 1900. In the case of the Greenock firm, the orders came generally for more than one vessel at a time; last year there was a contract for six, while two are already on the books for this year, one of them, the *Shanghai*, having only sailed on her maiden voyage a few days ago. It is interesting to note that in 1895 ten vessels were built by Messrs. Scott for this company, in 1901 six, in 1898 six, in 1891 five, in 1890 three, in 1888 two, in 1885 five, and in 1882 four.

THE S.S. "RHENANIA." When a well-known local gentleman makes a genuine offer to lease the cabin accommodation on board of a ship for ten years and take all risks it is certainly proof that, in his opinion, the vessel is well-fitted and likely to be sought after by the travelling public. Such an offer was made within the past few days to the local agents by the steamer *Rhenania*, and although it was naturally refused, Messrs. Melchers & Co. have the satisfaction of knowing that this pioneer ship of the Hamburg-American line's new service is likely to appeal to many persons having occasion to travel on the sea. Yesterday afternoon she was thrown open to the inspection of a large number of members of the foreign community of this Colony, at the invitation of the local agents, and Captain Behrens and officers were "at home" on board to visitors from four to six o'clock when everybody who could do so availed themselves of the invitations issued, and enjoyed the hospitality extended to them. After partaking of light refreshments in the spacious and well-appointed saloon the visitors went on a tour of inspection of this new style of vessel, and certainly she was a surprise to many old sea-travellers, in as much as her passenger accommodation was replete with every modern appliance for rendering a long sea voyage as pleasant, and as little irksome as possible. The well upholstered and spacious cabins, the bath-room appointments, the retiring rooms, all pointed to a sure success for this new line of cheap passenger steamers, comparing as they do so favourably with many of the more expensive liners. The cabins are furnished with electric fans and wire curtains to keep out mosquitoes, and the berths and settees are wider and therefore more comfortable than are usual on ocean going steamers. The promenade deck is wide and well adapted for all kinds of board ship games and sports, while the general safety of the vessel is secured by the many watertight bulk-heads, if the weather on a voyage should be bad, a passenger need not leave his cabin, for there he or she will find every comfort, and can write, dine or sleep with equal ease, for everything to those ends is to be found in the *Rhenania's* cabins. The captain and officers, as well as most of the crew speak English fluently—always an advantage on a long sea voyage. It is, in fact, scarcely too much to say that once on board one can easily imagine oneself in a first-class, if *bijou*, hotel, and the line should certainly receive its quota of patronage. The *Rhenania* leaves to-night for the Farther East.

CREW AND CONTRABAND. 8th inst.

Sir Joseph Revals at the Guildhall Police-court last month gave his promised decision in the case of *Roca v. Dodwell*, which was a claim for damages and wages by a seaman against the registered owner of the steamship *Hackney*. The vessel ostensibly sailed from Penarth to Hongkong with a cargo of Welsh coal, but instead put into Nagasaki and discharged her cargo under the supervision of the Japanese naval officers, and was eventually sold to the Japanese Government. The claim for damages was based on the fact that the vessel carried contraband, and the seaman extra risks. The alderman decided against the seaman. But he expressed his willingness to state a case should either side appeal.

THE BANGKOK COLLISION CASE. The action brought by Tuan Sam Au against the Siam Steam Packet Co. was continued, when Nai To gave evidence as to the collision. He was a passenger on the *Phet*. The night was

dark and the lights of the *Phet* were burning. He saw no lights on the *Hongkong*, but there were sparks from her funnel. The collision took place soon after he saw the *Hongkong*. After stopping for a while the *Phet* proceeded upstream. The *Hongkong* passed down river. Nai Ming, another passenger on the *Phet*, said that the *Phet* whistled before the collision, and rang a bell. He saw sparks issuing from the funnel of the *Hongkong*, which was showing no lights, at any rate witness saw none. On the Court returning, Mr. Gibbins urged that the *Phet* was going dead slow at the time, otherwise she would have cut the *Hongkong* in two. The *Phet* was on her proper course, whilst the *Hongkong* was on the wrong side of the river. After discussion, the further hearing of the case was adjourned.

8th inst.

The s.s. *Courfield* sailed from Chihwantao on the 3rd inst., with 1,300 coolies on board for South Africa. She will call at Singapore for fresh provisions, en route.

The capital of the Messageries Maritimes has been increased from 30,000,000 francs, to 45,000,000 francs by the issue of 60,000 shares at 250 francs each, which have all been taken up.

THE AMERICAN MAIL. The Pacific Mail liner *China*, Captain Frelle, which left San Francisco on her seventy-second voyage to the Orient, arrived here shortly after noon to-day. Now that the old *Gaulle* has left the route, the *China* is the

THE FOOD SUPPLY OF HONGKONG.

8th inst. We understand that, in connection with the Royal Sanitary Institute of Hongkong, a movement is now on foot which should ultimately ensure that the food supply of a population of well over 300,000 persons is being inspected by thoroughly competent officials specially trained for this important work. Under the scheme a course of fifteen lectures and seven practical demonstrations will be given by Mr. A. Gibson, C.V.S. M.R.C.V.S., Capt. Fitzwilliams, A.S.C., and Dr. F. Clark, M.O.H. Students attending these lectures will be thoroughly instructed in the examination of animals intended for food, both alive and after slaughter, and the diseases affecting the wholesomeness of meat intended for consumption. Instruction will also be given regarding the examination of milk, butter, cheese, fish, poultry, game, fruit, vegetables, tinned goods and every other description of food stuffs, together with the legal aspect of food inspection. The first of the series of lectures will be delivered on Friday next, at 9 p.m., other being given every Tuesday and Friday evening until March 31st. Practical demonstrations will be given at the Cattle Depot, slaughter houses, markets and at other places. We understand that the movement has the hearty approval of H.E. the Governor, and when it is remembered that the committee consists of such gentlemen as the Hon. Dr. Atkinson, Mr. E. A. Hewitt, and Mr. A. H. Ough the success of the movement is practically assured. The fee for the whole course is \$5, and the lectures will be given at the Institute, to Wyndham Street, where further particulars are obtainable from Mr. Alfred Carter, M.R.S.I., who will also be found at the Sanitary Board Offices.

TANJONG PAGAR DOCKS.

THE RECONSTRUCTION SCHEME.

The Colonial Secretary has courteously forwarded a copy of the report "on the proposed reconstruction of wharves and extension of dock accommodation" by Messrs. Coode Son and Matthews and Mr. J. R. Nicholson. It is accompanied by a plan with the reconstruction and alterations shown in red, and this indicates graphically the extent of the proposed works to which the text refers.

Mr. Matthews was consulted on February 29 to consider and report on Mr. Nicholson's recommendations. The latter gentleman went home in June and had frequent consultations with Messrs. Coode Son and Matthews.

EXISTING FACILITIES AT TANJONG PAGAR. Speaking of the disadvantages attending the use of timber in the existing wharf, the report says:—

The terebinth, a marine worm, being extremely active in these waters, structures of timber are considerably and rapidly effected thereby; in fact, works of this description, cannot under any circumstances, be considered as of a durable or satisfactory character, having regard to the prevailing conditions. As an indication of the activity of worm action at Tanjong Pagar, we may observe that it has recently been found necessary to renew a section of the wharf which was rebuilt only four years ago. Timbers which are reputed to resist worm action, under ordinary conditions, have been tried at Singapore, but not with satisfactory results, piling of such material, being riddled by the worm, to a depth of some inches, after a period of immersion of from six to seven years. Creosote and other preservatives, which are effective under some conditions, do not afford any appreciable protection, or add materially to the durability of timber structures, where the worm is so active as at Singapore.

And it points out that during eleven years the cost of repairs, exclusive of extensions, is £56,753, of which £13,247 was spent in 1903, when specially heavy renewals were necessary. A wharf with a wooden floor, where trucking is done, is a source of double expense from rapidity of wear and increased labour in trucking over an uneven surface.

IRREGULAR FACE LINE. The irregular face line, it is pointed out, is disadvantageous in the days of modern large steamers and large cargoes. The present depth alongside the wharves at L. W. O. S. T. is thus shown.

	Less than ft.	ft. over
Jardine's	25ft	25-30 30-33 33ft
Projecting Wharf	31ft	
Main Wharf	25ft	1,050ft 445ft 450ft
Sheers Wharf	18ft	18ft
Back East Wharf	52ft	
East Wharf	95ft	20ft
Total 7,480lineal ft.	5,000ft	1,525ft 445ft 450ft

Thus only one third of the wharfage is available for vessels drawing more than 25ft, and if the sections without warehouse accommodation are subtracted there remains but 1,425ft of useful cargo wharf available for the largest class of ocean steamers, so that vessels of this class often have to anchor in the roads to await berthage.

EXISTING GODOWNS, RAILWAY &c. It is pointed out that the existing godowns are of light construction and badly arranged. The single line of railway varies in distance from the godowns and the absence of regularity in their construction necessitates more harbour in handling cargo.

COALING FACILITIES. The present coaling facilities and the despatch given to vessels requiring coal, will compare favourably with any Port in the East. The storage capacity at Tanjong Pagar is at present limited to about 200,000 tons, due in great measure to the method of storing in heaps, whether under cover or in the open. The coal does not belong to the Dock Company, who store and handle it for consignees. The waste of space is considerable, as about 400 different parcels have to be kept separate, in consequence of the large number of owners and the variation in the character of the coal. No mechanical appliances are used for handling.

EXISTING GRAVING DOCKS.

The Company carry on an extensive ship-building, docking and repairing business at Tanjong Pagar and Keppel Harbour. The workshops in connection with the Docks are well equipped with machinery suitable for the carrying out of the largest class of ship and engine repairs.

Victoria	Albert	No. 1	No. 2	Keppel
Length	450ft.	480ft.	415ft.	444ft.
Width at Ent.	60ft.	60ft.	41ft.	60ft.
Water on Cill	20ft.	21ft.	15ft.	19ft.

The lower allars of the Victoria and Albert Docks are narrower than the entrance, and as the greatest beam of modern vessels is over the bilges, it has been considered desirable to remove these lower allars in order to take full advantage of the width of entrance. The improvement at the Victoria Dock is well advanced; the necessary work has been commenced at the Albert Dock. When it is completed it is intended to lengthen one of these docks.

With the exception of the graving dock and repairing department, the existing facilities are taxed to the utmost, and are entirely inadequate to meet the increasing demands of the Port.

THE PROPOSED WORKS.

21. In considering the scope and character of the proposed works and their design, we have kept in view their first cost, paying due regard to the benefits to be obtained, also the reduction of future maintenance charges, as far as practicable, the relief of the present congestion in the wharves, with as little inconvenience to the existing berths. The improvements which are most required, and which should receive prompt attention, are the provision of increased deep water berths, more perfect arrangements for dealing with the transshipment of cargo, improved coaling facilities, and additional storage for cargo in close proximity to the wharves, or having easy access thereto. To meet these requirements it is proposed to construct a new Wet Dock, in the Lagoon southward of Keppel Road, and to rebuild the present Main and Borneo Wharves, on improved and permanent lines, having deep water berths alongside.

DRAUGHT OF VESSELS TO BE PROVIDED FOR.

The maximum draught of vessels through the Suez Canal is now 26ft. 3in. It is anticipated that a year hence it will be raised to 27ft. 6in. and in 3 years hence to 29ft. 6in. There can be no doubt that in the near future the draught of large vessels will be considerably increased. Shipbuilders have hitherto limited in this respect by the accommodation afforded by the existing docks. Where new Docks are in course of construction, provision is being made for vessels of greater draught. The Northern Railway of America has now two vessels in the China trade with a load draught of 33ft.

22. It is recommended that the minimum depth alongside any of the proposed wharves and quays shall be 27ft. (with foundations carried down, that subsequent dredging may give 33ft.) in the wet dock and 33ft. at L. W. O. S. T. alongside the reconstructed main wharf.

PROPOSED LAGOON WET DOCK.

23. The site lying between the Main Wharf and Keppel Road is undoubtedly the most central and advantageous position for quay and wharf extensions. Being contiguous to the Main Wharf, it lends itself to the quick interchange of transshipment cargoes and for coal discharging.

24. It will be noted that the site of the Dock necessitates the putting back of Keppel Road, in order to form a Basin of sufficient width. The proposed diversion of this road is shown on the plan, and its adoption allows sufficient space for a Dock of 600ft. in width, and for the formation of an area of 100 ft. wide, between the north side of the Dock and the diverted road, which would be available for quay space, godowns, railways and coal storage. These last named are highly important accessories for the convenient working of the trade in connection with the Dock, and although we believe the space as proposed will be found adequate, it cannot be regarded as excessive. Convenient approaches to the dock would be arranged along the new road.

The estimates include the proposed road diversion, together with the tramways, feeder cables, gas pipe, lamps, etc., in connection therewith.

25. In order to afford sufficient space for godowns, offices, etc., and a suitable road at the back thereof, we have shown on the plan a proposed slight amendment in the line of the contemplated Singapore and Keppel Harbour Extension Railway, which we trust will be approved. It will be observed that the new line is practically parallel to the proposed Keppel Road diversion, and also to the line of the Railway extension, as formerly intended, and at a distance of 80 feet therefrom. This arrangement, in view of the construction of the new Dock, will entail the least waste of land, and allow of the ground being laid out on a systematic plan, for future building purposes, etc.

26. The additional wharfage which would be provided in the new Dock is as follows:—

North Quay	2,500 feet.
South Quay	2,140 "
East Quay	600 "
West Quay	700 "
Total	5,940 feet.

The south side of the Dock, will be particularly adapted for transshipment cargo, and for vessels discharging coal, whilst the north side would be well suited for local cargo. The area of the Dock, as will be observed from the plan, is 55 acres, the depth over the whole of which, in the first instance, would be 30 feet at low water of ordinary spring tides, the walls being carried down to admit of the formation of a depth of 31 feet hereafter, required, as explained in Clause 25.

27. The entrance to the proposed Dock will be 120 feet in width, and will be placed in the position shown on the plan. At this spot the solid ground, on the line of the Main Wharf, forms a gully of considerable depth. A heavy expenditure would, therefore, have been necessary, were the wharf reconstructed on permanent lines at this point. The site of the entrance, as selected, is, moreover, the most favourable which would be adopted, for ships entering or leaving the Dock, both with regard to tidal currents and the depth of water available for manoeuvring.

28. It will be noted that the entrance will, to some extent, and in the absence of a swing bridge, isolate Borneo Wharf. We do not, however, consider this will prove such a disadvantage as at first sight might appear, especially as it is proposed to use this wharf for ships requiring bunker coal, for which traffic, direct, or rail communication, with the Main Wharf, is not necessary. It is imperative that the entrance to the Dock should be of adequate width, in order to provide for easy access and departure, and for diminishing the current in the channel way itself. The least width that will comply with the conditions is 120 feet, and the cost of a swing, or rolling bridge, to cover such an opening, would be disproportionate to the benefits to be derived therefrom. A bridge, supported partially by its own flotation, would be less costly, but would be unsuitable, as the entrance would have to be kept almost continually open to allow of the passage of lighters and smaller craft.

29. We do not consider that the convenience which would be gained, by directly connecting the two wharves by road and railway over a narrow entrance, would at all equal the advantages following on the adoption of a wide, convenient and safe entrance to the Dock. The wharves would, of course, be railway and road connection with the Borneo Wharf, along the north side of the proposed Dock, and if at any future time it is found necessary to erect a bridge, the walls at the entrance have been designed of sufficient strength to carry it.

30. The walls of the Dock would be constructed of concrete-in-mass. They have been designed of ample strength, and would be furnished with a granite coping throughout, and also with suitable hard wood fenders with easily renewable face pieces. Iron ladders are likewise included, placed at convenient distances. An ample number of cast steel mooring bollards are allowed for, to be fixed along the coping.

31. A distance of 35 feet is proposed between the quay line and the face of the godowns. The surface would be formed of concrete, laid on well packed hard filling; the concrete is

not to be laid until the filling has become thoroughly consolidated. Although there is an objection to the use of concrete for this purpose, in consequence of its liability to crack and to form inequalities in its surface through settlement, it is believed, on the whole, to be the best material which can be used for the purpose; in this particular case. Wood, laid on the ground, would soon deteriorate from the attacks of white ants, and granite paving would not provide a sufficiently smooth surface for hand trucking, which must be provided for at Tanjong Pagar.

THE GODOWNS.

The godowns on the North and West Quays would be used chiefly for storage purposes. They would be 200 ft. by 100 ft. The transshipment godowns on the south and east would be 200 ft. by 50 ft. Built of greater strength than the existing ones—floors of concrete; more light and facilities for loading into railway wagons and carts at the back. Total floor space 315,000 sq ft; storage accommodation 75,000.

RAILWAYS.

Two lines of railway along the quay in front of the godowns, connecting at convenient intervals with other lines at the back. Each set of lines to be provided with crossing loops. The whole to be connected with the Government Railway.

MECHANICAL APPLIANCES.

For a time at least it is not proposed to equip the quays with cranes or special machinery. It is desired to avoid the considerable additional expenditure, and also in view of the cheapness of coolie labour that further expenditure may be delayed for a time.

RECLAMATION OF SWAMP LAND.

2,250,000 cubic yards would have to be excavated. About a half will be required for filling up to the railway. The remainder would reclaim 63 acres of swamp land which would then become a valuable asset.

WORK TO BE DONE BY CONTRACT.

TIME REQUIRED FIVE YEARS.

THE NEW MAIN WHARF.

Solid concrete wall and steel and concrete on steel cylinders are the methods of construction recommended. Of the Block Wall 3,125 ft. are required and of the steel cylinder 3,235 ft. For the block wall the foundation to be excavated by grabs and levelled by divers in bells. Then 20 tons of blocks to be laid from an overhead staging. This method of reconstruction will necessitate about 500 ft. of wharf being out of use at a time.

QUAY SPACE.

57. The quay space along the Main Wharf, between the edge of the coping and the face of the godowns, will be 45 feet in width. Where the block wall method is adopted, the wharf would be furnished with bollards, fendering, ladders, etc., as described for the walls of the West Dock.

MAIN WHARF GODOWNS.

are to be fourteen in number, similar in design to the wet dock godowns and giving a general cargo storing capacity of 67,000 tons. Railways to be sited into position to serve them.

The reconstruction of the wharf is recommended to be undertaken departmentally.

COALING FACILITIES.

66. Having regard to the extent to which coaling is done at Singapore, and keeping in view competition and labour difficulties, which are becoming more acute every year, the question of giving quick despatch to vessels requiring bunker coal, is one of vital importance. The introduction of mechanical appliances for this purpose, along the proposed new Main Wharf, to be worked in conjunction with the handling of cargo, is practically impossible, as such appliances, with conveyors, etc., would inevitably hamper the cargo work, if carried out at the same time. Vessels loading, or unloading cargo, in nearly all cases, can "bunker" in much less time than they can complete their cargo arrangements.

THE COAL TRADE.

The figures of the coal trade are given as follows:—

	1901	1902	1903
Bunkering, tons	139,025	109,662	109,379
Lighters	160,425	177,793	150,680
Totals	299,450	287,455	259,059

Thus more than one-half could have been dealt with entirely independently of the main cargo wharves.

MACHINERY &c.

69. The chief difficulty in arranging machinery for this last-named object, is the diversity of designs with reference to ships' bunkers, the hatches, shoots, alleyways, leading there to; and the facilities for trimming. In the newer ships more attention is being paid to these important points.

70. The proposed coal bins are shown on the general plan behind the godowns on the Main Wharf. The principal advantage to be derived from these, would be, that as they are arranged on a definite system, each parcel of coal could be easily kept separate, without the waste of space now necessary for this purpose. The cost of these bins, approximately £8,000, is not included in the estimates given in this Report.

71. Estimates have been prepared for mechanical conveyors, for discharging from the ship direct, to the coal bins. The cost and working charges of this special plant will not, however, compare favourably with the present method, as long as there is a good supply available of Chinese labour. If, as is not improbable, labour becomes dearer, and possibly inadequate in quantity, then the provision of mechanical appliances, for handling coal, will no doubt come forward for further and serious consideration.

72. As mentioned in Clause 68 a wharf should be set aside for ships requiring bunker coal only, and having no cargo to be dealt with. The most suitable position for the carrying on of such operations, is the western end of Borneo Wharf, where bins are shown on the plan, having a capacity of 80,000 tons.

73. Mechanical appliances for discharging coal and for bunkering, might not improbably be employed here with advantage. The plant would not be of so complicated a character, as that for the Main Wharf, and would not be hampered by cargo arrangements. As, under any circumstances, the wharf will not be ready for such appliances for a considerable period, it will be wise to wait and note developments in this class of machinery, before settling on any fixed system.

THE COST.

The estimate of the cost of works is thus set down:—

Proposed Wet Dock	£725,000
Godowns	65,000
Reconstruction of Main Wharf	700,000
Godowns	40,000
Total	£1,530,000

FUTURE GRAVING DOCK.

The construction of a large graving dock, the best site for which is indicated as on the land between the shops and the T. P. Land Reclamation will no doubt come on for consideration, when the more pressing needs of improved cargo and coaling facilities have been provided for. A Dock of this character will entail a very large additional outlay, and in view of the magnitude of the works which we have here recommended for adoption, we have not thought it necessary to do more than allude to this further undertaking in general terms.—Singapore Free Press.

CHINA'S NEUTRALITY.

JAPAN'S REPLY TO RUSSIAN NOTE.

Mr. M. Nomura, Consul for Japan, has kindly forwarded to us the following telegram:—

Shanghai, January 31st, 1.2 p.m.

Communication of the Japanese Government addressed to the Powers relative to the Russian Note:—"The attention of the Imperial Government has been drawn to the communication recently addressed by Russia to the Powers on the subject of the neutrality of China. The duty of defending China against the designs of Russia does not devolve on the Imperial Government, but so far as those accusations call in question the good faith and loyalty of Japan to her engagements; the Imperial Government feels bound to repel them."

(1) Russia indirectly suggests that the capture of the *Reshetkini* involved the violation of Chinese neutrality on the part of Japan. The capture in question was, on the contrary, nothing more than a neutral and inevitable measure of self-defence made necessary by the prior disregard of China's neutrality by Russia. The facts of the case were fully explained by the Imperial Government at the time, and it is consequently unnecessary to repeat them in the present Note.

(2) It is next asserted in the Russian communication that it has been ascertained many times: (a) that bands of Chinese, operating in neutral territory, were commanded by Japanese officers; (b) that a whole detachment of these "luncheon" have been enrolled on instituted method, and are in the pay of the Japanese Government; (c) that Japanese military instructors are constantly making private agreements among the Chinese soldiers stationed along the northern boundary. It has been repeatedly ascertained that these reports are false and all wholly and absolutely without foundation. The Imperial Government consequently, categorically and without qualification or reservation, deny them, and declare that Russia cannot produce any evidence worthy of credence to support their so-called ascertained charges.

(3) It is next stated that it has been established that the Japanese have been using Miaotao Island as a naval base for operations. Nothing of the kind can be established, for the sufficient reason that the accusations are destitute of truth. As a matter of fact, however, those islands were used by Russia as a naval base until the blockade of Liaoting peninsula was proclaimed; and thereafter, until the fall of Port Arthur, they were made use of as a place of call for military junks employed by Russia in smuggling military stores through the blockade of Port Arthur from the Shantung province. During this latter period, Japanese men-of-war, it is true, cruised in the neighbourhood of these islands when they were approachable. It was deemed necessary to keep watch on the movements of these junks, but that a naval base in any sense of the word was ever created there by Japan is absolutely denied. It may be added that it was within the territorial waters of this Miaotao group that in March, 1904, the privately-owned Japanese steamer *Daiei Maru* was fired on and sunk by a Russian man-of-war.

(4) It is further charged that we are importing into Dalny from Chefoo and other Chinese ports great quantities of contraband of war. The Imperial Government does not deny that they have obtained from Chefoo, through private persons, supplies for their forces in the field, neither do they deny that these articles, having in view their destination, were contraband of war, but they do deny that this constituted a breach of China's neutrality either on the part of Japan or China, as trade in contraband is not interdicted by international law—it is carried on subject to right of hostile capture. The fact that Russia is not now in a position to exercise that right is not sufficient to make illicit traffic what would otherwise be entirely illicit. Russia did not regard trade with China in contraband as a violation of China's neutrality so long as she was in the possession of Port Arthur and was able to benefit by it. This is shown by the fact that during the siege she drew a large portion of her military supplies for the fortress from China. Some idea of the extent of the traffic may be gathered from the fact that no less than half-a-dozen steamers and many tens of junks were captured in attempting to pierce the blockade. Beside, we have several instances in which Russia, unlike the Japanese army, which obtained supplies from private individuals, herself fitted out vessels at several Chinese ports and transported contraband goods in them in flagrant violation of China's neutrality.

(5) The complaint that the Government shops at HanYang are furnishing cast-iron to the Japanese army stands practically on the same footing as the charge last above referred to. The facts of the case are as follows:—About four years ago a private firm in Japan entered into contract with the HanYang foundry for the supply of a certain quantity of pig iron. The Imperial Government was not a party to the contract, neither had they anything to do with the transaction. The due fulfilment of the contract in question furnishes the only foundation for the accusation under this head.

(6) It is finally alleged in the Russian communication that the Chinese are no longer satisfied with a violation of neutrality in the directions indicated, and are making serious preparations with the apparent intention of taking an active part in the military operations, and that a feverish excitement, dangerous alike to all Europeans, prevails amongst the Chinese people, who are constantly being aroused. This condition of things, it is asserted, is due to the actions of the Japanese, and to their intimidating the Chinese. This is as hard on the Government at Peking as on the Japanese. It is difficult to imagine how it would be possible to frame charges more mischievous or more remote from the actual facts, than these theories. The assertion that the Chinese are making preparations with the intention of taking part with the Japanese in the hostilities is entirely destitute of truth. That there is at the present moment in China any anti-foreign movement or an increase in the anti-foreign feeling is equally unfounded. That Japan has attempted to draw China into the conflict or to cause a recrudescence of anti-foreign sentiment in China is precisely contrary to the facts which our Imperial Government believe to be within the knowledge of all the Powers. At the beginning of the war our Imperial Government agreed to the localization of warlike operations and engaged to respect the neutrality of China outside the belligerent zone provided that Russia, making a similar engagement to the Powers, should in good faith fulfil the conditions of the engagement. Our Imperial Government loyally and in good faith kept their engagement and they have no other intention than to continue to do so. They have at all times since the outbreak of hostilities watched with the utmost vigilance the course of events in China and have repeatedly, whenever occasion arose, advised the Chinese Government in the strongest manner possible to maintain an attitude of strict neutrality and to take all necessary steps to protect the lives and property of foreigners. They will feel bound to pursue the same course in future if the situation in China at any time becomes such as to make similar action necessary or desirable. The conclusion of the Russian communication makes it abundantly clear that the motive of the Russian Government in formulating the baseless accusation which it

contains was to relieve themselves of an engagement, the terms of which, with the progress of the war, are no longer to their advantage."

Statement presented to the Powers together with the foregoing communication:—

"Statement of some of the more conspicuous instances in which Russia has violated the neutrality of China:—

(1) It is a notorious fact that Russia frequently dispatched her troops into Mongolia for the purpose of imposing military tariffs and that she appropriated to military use horses, provisions, etc., collected from that province."

(2) In October last Russia, stationed at Tientsin the German merchant steamer *Fuying* and loaded her with arms, ammunition, provisions, etc. The vessel was placed under the control and direction of a Russian military officer, Capt. Yasuyuhub Wichesselsk, and was to run the blockade at Port Arthur; however, she was captured by one of the Imperial men-of-war off Pehuluchengtao, and taken to the Sasebo Prize Court, where the foregoing facts were disclosed upon examination."

(3) In December last Russia attempted to forward from Kalgan to Port Arthur 5,000 rounds of small ammunition concealed in 2,330 sheepskin packages, which were addressed to the Chinese authorities at Fengyang; the latter also sedulously forwarded from Kalgan and other places about 4,000 packages of the same description and 3,000 sets of saddles at Houankwafu, all of which had been clandestinely forwarded by Russia. Judging from the manner in which this was despatched and the enormous quantity, it is evident that these articles were intended for military purposes to be used at the theatre of war."

(4) In June last, wireless telegraphic apparatus was installed within the compound of the Russian Consulate at the treaty port of Chefoo and at other places, whereby direct communication was established with Port Arthur fortress. In utter defiance of the protests from the Chinese authorities, the apparatus was maintained and continued in use."

(5) It is well known that the Russian gunboat *Manchur*, which lay in the port of Shanghai at the outbreak of hostilities, unwarrantably refused to leave port for several weeks after the demand for her immediate departure had been made by the Chinese authorities, and it was only after prolonged negotiation that the commander of the vessel finally agreed to disarm her. In consequence of the naval engagement of the 10th August last, the *Askold* and *Grosvont* took refuge at Shanghai, and their commanders refused, under various pretexts, either to leave the port or disarm the men-of-war. It was only after several weeks negotiation that the vessels eventually disembarked. It had been learned that, in November last, when the members of the crew of the *Reshetkini* were on their way from Chefoo to Shanghai to be interned there, the commander illicitly left the transport at Woosung on the pretence of paying a visit to the Russian Consulate and escaped to Europe on board a steamer which left the port for Europe on the same day. This he did in total disregard of the internment enforced on him by the Chinese Government, and, as if in approval of his action, he was decorated by the Emperor of Russia."

Later on the crew of the *Rastvoroff* were also to be interned at Shanghai. The commander of the said man-of-war, Paul Mikhail Owichlen, and the sub-lieutenant, Klavdy Valentin Owichsellon, secretly found their way on to a merchant ship called the *Nigrelia*, and attempted to escape to Vladivostok in the disguise of freight agents. They were discovered by the Imperial Japanese navy, and confessed the above acts at the Sasebo Prize Court."

(7) In December, Lieutenant Commander Miteneff, second in command of the *Poltava*, and seven others, including a naval officer, reached Chefoo in a small sailing vessel from Port Arthur, whereon negotiations were opened with the Russian Consul by the local authorities demanding that these Russians were to be interned in China but the Russian Consul, on the pretence of being merciful, allowed them to escape to Tientsin and other localities."

(8) With a view to limiting the area of hostile operations in the present war to as small a zone as possible, the Imperial Government has invariably respected China's neutrality in the region west of Liaoho, but Russia has repeatedly violated it, and is at this moment stationing a large force of her army in that region."

THE TRIAL OF H. B. COLLINS.

TEXT OF THE JUDGMENT IN THE ESPIONAGE CASE.

As already recorded the trial of H. B. Collins, on charges of selling Japanese military secrets to Russia, terminated in the Yokohama District Court on Jan. 24, when the accused was found guilty and sentenced to eleven years imprisonment with hard labour. In view of the importance of the case and the severity of the sentence passed we give in full the judgment of the Court, as translated by the *Japan Mail*.

The accused was born in Hongkong and has lived at Yokohama since he was an infant. He had formerly been engaged in newspaper business and some eight or nine years ago left Japan and went to China. He resided at Ryukun (Port Arthur) for about three years, till about March of 1904, during which time he married a certain Russian woman. About June of the same year he was, while at Tientsin, requested by Ogorodnikov, a Russian Colonel residing there, to proceed to Japan and watch and report the military secrets of this country. Complying with the request he got from the Colonel \$1,000 as expenses and a letter addressed to Major-General Dessino of Russia. In the beginning of July he came over to Shanghai and saw Dessino, from whose note-book he took a copy of two kinds of cypher codes to be used in communicating military secrets. One of the codes represented Roman letters to be used in writing letters and the other a list of proper nouns representing names of articles or things to be used in transmitting telegrams."

About the 18th of the same month he came to Yokohama with these codes and put up at the Hotel de Paris, No. 179, Yamashita-cho. Since then he has been exclusively engaged in detecting Japanese military secrets, and, knowing that they were Japanese military secrets, he collected matters which should properly belong to them, such as the steps to be taken in transporting troops to a certain place for a certain period of time, from a certain date, their destination, kind of troops and plans of the War Office relating to their despatch. He then wrote a letter embodying these facts in cypher. The letter was dated Oct. 24th, 1904, and addressed on the envelope to Dessino, but it was enclosed in a letter of request to Mondon (!) in Shanghai, and posted from Yokohama on the 29th of the same month. It happened, however, that the letter was seized at Nagasaki by a military inspector. The offence therefore is not at all of a light nature. Of the facts above mentioned—all of them, with the exception of the fact that he had made efforts to discover Japanese military secrets and that he collected matters belonging to Japanese military secrets, knowing that they were so, are clear enough, since they have been admitted by the accused. The other facts may be gathered from the statements in Nos. 17 to 47 of preliminary examination Exhibit No. 17 (as to writings in cypher referring to cypher codes in preliminary Nos. 2 and 3) that the accused wrote a letter giving in cypher the

steps to be taken in transporting troops to a certain place for a certain period of time from a certain date, their destination, kind, and number of troops and plans of the War Office relating to the despatch of the troops, and that the letter was dated December 24th, 1904, and addressed on the envelope to Dessino, and enclosed in a letter of request to Mondon in Shanghai, and from preliminary examination Exhibit No. 16, which is a letter from Mishi-mura Senoi, military inspector at Nagasaki, dated the 4th November last, stating that the accused's letter was inspected on the 18th of the same month and considered to have related to the divulging of military secrets and that therefore it was sent back; that the accused's letter was seized by a military inspector at Nagasaki. That the matters in the communication above stated are Japanese military secrets is evident from No. 9 of preliminary examination Exhibit No. 18, which is a letter from Terauchi Seiki, Minister of War, stating that the matters mentioned in the enclosed letter dated the 24th Oct., 1904, are, considering the present situation, military matters required to be kept strictly secret not only at time of communication but still remained so. Indeed not only is it clear from this but even if these matters themselves were considered with ordinary common-sense at this time of the Japan-Russian war it could be clearly recognized that they were military secrets."

KOWLOON PIGEON CLUB.

6th inst.

The show of pigeons, and incidentally any kind of cage birds, promoted by the Kowloon Pigeon Club, which opened at the Kowloon Hotel this afternoon, is well worth seeing. There are some remarkably well-bred Pouter, Jacobins and Homers, the most of which were reared by Mr. J. D. Logan, who is a most enthusiastic pigeon fancier. Of birds not entered for the competition are some specially imported, and hardly bred homers, which, in my opinion, are destined very shortly to conduct a pigeon-post on behalf of the Imperial Chinese Customs Service, which will keep Hongkong in rapid communication with the Customs stations at Tientsin and elsewhere in Chinese territory and embraced in the Kowloon district. This is certainly a very pretty idea, and if it proves successful, and there is no reason to doubt that it will, the system we understand, is to be applied to other districts. Exigencies of time and space preclude our making a lengthened reference to the show in this issue, but we shall refer to it in our next.

7th inst.

We made some brief mention of the opening of this pretty show yesterday, and now we are able to publish the prize list. As we intimated the pick of the best birds, and all were exceptionally good specimens, were exhibited by Mr. J. D. Logan, and he had practically everything in his own hands. We understand, however, that several members of the newly formed club are importing some fine varieties, and that another year will see a keener spirit of competition. Mr. J. W. Nicholson, who has been in charge of the duties of Judge, his awards being as follows:—

Class I.—Pouters, cock or hen, any colour: 1, Mr. Logan; 2, Mrs. Logan; 3 and v.h.c., Mr. Kynoch.

Class II.—Pouters, pairs, any colour: 1, Mr. Logan; 2, Mr. Higby; 3, Mr. Logan; v.h.c., Mr. Kynoch.

Class III.—Jacobins, cock or hen, any colour: 1, Mr. Logan; 2, Mr. Logan; 3, Mr. Kynoch.

Class IV.—Jacobins, pairs, any colour: 1, 2 and 3, Mr. Logan; v.h.c., Mr. J. Hand and Mr. In Yuk Kwan.

Class V.—Owls, cock or hen, any colour: 1, Mr. Logan; 2, Mr. In Yuk Kwan.

Class VI.—Owls, pairs, any colour: 1, Mr. Logan; 2 and 3, Mr. In Yuk Kwan.

Class VII.—Homers, cock or hen, any colour: 1, Mr. Logan; 2, Mr. Higby; 3, Mr. Kynoch.

Class VIII.—Homers, pairs, any colour: 1, Mr. Logan; 2, Mr. Logan.

Class IX.—Any other variety, pairs, cock or hen: 1, Mr. Logan; 2 and v.h.c., Mr. Kynoch; 3, Mr. In Yuk Kwan.

Class X.—Common pigeon, any colour, pairs, cock or hen: 1, Mr. Kynoch; 2, Mr. Hand.

Class XI.—Any kind of cage birds. Mr. In Yuk Kwan.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, 9th Feb.

CHINESE NEW YEAR.

The Chinese New Year has been wet and disagreeable. With the New Year came the coldest snap of the season. The thermometer has been as low as 37. Ice has formed on water and sleep has fallen. The Chinese have suffered from the cold. The unusually warm weather just before the cold snap left the Chinese unprepared for the extreme cold. Several beggars have died on the streets.

Notwithstanding the cold the Chinese have succeeded in making merry. The noise in the streets was quite equal to former years. Chair passed along with officials and rich men in furs making their New Year's calls.

Just on the eve of the New Year a rumour was circulated that the Viceroy had finally succeeded in restoring peace in Kwangsi. The officials were quite diligent in confirming the report. How much truth there is in it we will tell. The belief here seems to be that for some reason Kwangsi is comparatively quiet just now. The Viceroy still has his headquarters in Wuchow and the Consuls find it difficult to get any business attended to.

THE UNITED STATES CONSUL.

Mr. Lay has been in Canton for some days, but will not take over the duties of the Consulate until next week. Mr. Cheshire will remain some weeks to give what assistance is necessary until Mr. Lay gets the run of things. Consul Cheshire has won golden opinions from the community and all are sorry to have him leave Canton. However, there is some compensation inasmuch as one good man is succeeded by another good man. Mr. Lay has had many years of experience in consular work and comes highly recommended.

KEROSENE OIL RECOVERED.

More than a year ago over two hundred cases of kerosene were captured by river pirates. Most of this oil belonged to the Standard Oil Co. The matter has been before the U. S. Consul for a long time. We hear that through the energetic efforts of Consul Cheshire a large portion of the oil has been recovered and several of the robbers captured. This will bring to an end a long standing case.

DEATH OF MR. SNEHLAGE.

We take the following from the *Shanghai Mercury* of the 3rd inst.

It is with profound regret that we have to record to-day the death of Mr. H. Snehlagé, which had occurred at Berlin yesterday. The deceased gentleman, together with his wife, left Shanghai on the 17th December by the *Prinz Eugen* in order to proceed to Berlin for the purpose of undergoing an operation. Mr. Snehlagé, who was from Southern Germany, came out to Japan, early in the seventies, remaining there for about eight years. On his arrival at Shanghai he started on his own account, as a broker dealing specially in land. On the formation of the Shanghai Land Investment Co., in which he took a prominent part, he joined the firm of Gibb, Livingston & Co.

When Mr. Snehlagé left the latter's employ he founded the firm of Snehlagé & Co., in Shanghai, and soon added a branch at Tientsin. During the last few years he has been deeply interested in the lumber business, the firm of Snehlagé & Co. being the General Managers of the China Import and Export Lumber Co., Ltd., which practically rules the lumber market in Shanghai.

Mr. Snehlagé quite recently admitted Mr. C. L. Seitz into partnership, the onerous responsibilities of the large business will be carried on by one who has had the benefit of Mr. Snehlagé's experience. We are sure that all who had the pleasure of knowing Mr. Snehlagé will join with us in an expression of sympathy with his widow, especially as she has no children to mourn with her in her sad loss.

THE MIDWAY ISLANDS.

PREDICTION OF A NAVY OFFICER.

Very few people have any conception of the important part which the Midway Islands are playing in the great task which the United States has shouldered to advance the interests of the Philippines and incidentally to carry out its policy of expansion in the Orient as a result of the Spanish-American War. With the opening of the Pacific cable, which has brought Manila within a few minutes of Washington, interest in this little group of coral, which pokes its nose out of the brine to the North and West of the Hawaiian Islands, has greatly increased. Had it not been for the Midway Isles the engineering features of the Pacific cable would have been entirely different, and negotiations for its establishment on the Pacific coast of some other Government would have been necessary.

With the opening of the expansion which has swept the United States into the company of the "world powers," the official words of Captain William Reynolds of the Navy, who under orders from the Government took possession of the Midway Islands in 1867, seems prophetic. "It is exceedingly gratifying to me," Captain Reynolds reported after he had planted the American flag on the Midways, "to have been thus concerned in taking possession of the first island ever added to the domain of the United States beyond our own shores, and I sincerely hope that this instance will be by no means the last of our insular annexations."

The value to the Government which this first colonial possession has now become can readily be realized when it is said that without the Midway as a landing place for the Pacific cable its long stretch from Honolulu to Guam could not be broken, and instead of being able to send twenty words a minute, the speed would be reduced to six words, and the service made proportionately less satisfactory.

What benefit this isolated cable station in the centre of the Pacific may prove from a strategic point of view may be demonstrated, some day by timely orders to a fleet of battleships. That the station is considered valuable from this point of view and many others is shown by the determination of the Navy Department to fortify the islands in the future for the protection of the cable station. The islands also afford a snug harbour, and in an emergency might be used as a base of naval operations.

Since their discovery in 1859 by Captain N. C. Brooks, an American sailing from Honolulu on a sealing voyage under the Hawaiian flag, and their rediscovery and possession in the name of the United States in 1867, as related above, the Midway Islands have been more or less neglected by this government, but never to the extent of being allowed to pass into the hands of any other government, although Japan has on several occasions made inquiry of the Hawaiian monarchy regarding their title, with propositions to annex or lease them. They were used for a time, thirty years ago, by the Pacific Mail Steamship Company to the extent of storing there a huge pile of coal. The company left a single man in charge of the coal. After a year's lonesome sojourn on the islands this individual got tired of the albatross as his only companions, and abandoned the coal for a passing craft. Later, when coal was high in San Francisco, an enterprising Norwegian, who knew of the unguarded coal pile, set sail in a bark and secured a full cargo, which he sold to advantage in San Francisco. The steamship company afterward learned of the theft, and brought suit and secured damages.

It is to Rear Admiral R. B. Bradford that credit is due for discovering the utility of the Midway Islands as a cable station, and to his representations that the two tiny specks on the map of the Pacific were transferred from the jurisdiction of the Interior Department to a possession of the navy of the United States. The Pacific Cable Company secured the right to break its long stretch of cable and land on one of this island sufficiently to protect the cable station, and hereafter there will never be a question as to who is the rightful owner.

The islands are both of coral formation. One of them, Sand Island, contains 85 acres, while the other, Eastern Island, has 328 acres. A quantity of rich soil is to be carried to the islands in order that the forces who will have to take their turn in manning the guns of the fortifications may have some occupation to direct their attention from sea and rock.

Naval officers who have visited the islands say that the Midway harbour constitutes the finest fishing ground in the Pacific. The coral formation encloses a lagoon of depth enough for anchorage, but more shallow than the surrounding waters, and makes an attractive feeding ground for fish, seal and turtle. The fish belong to the mullet, perch and mackerel families. Many of them of brilliant colours seem to belong to the dolphin family. The fish attack the birds, and the islands are covered with plumed tenants. Some years ago a small band of Japanese were left on the island for the purpose of gathering birds' feathers. There presence was made known to the navy, and they were ordered to depart.

Under the new order of things the islands will be made to bloom with fruit trees, vegetables will be raised, and, with the ideal climate, the sheltered bay, the splendid fishing, and the direct connection with the world by cable, the cable operators and forces who man the guns will have an assignment, which will doubtless become the envy of the service.

What the improvement is in the cable service between the United States and the Philippines may be seen by a comparison of the old route and cost of a message from Manila to Washington. The tolls are greatly reduced. By the old route a message leaving Manila for Washington goes first to Hongkong, China; to Labuan, Borneo; to Singapore (Malay Peninsula); to Penang, to Madras, to Bombay, to Aden, Arabia; to Suez, to Port Said, to Alexandria, Egypt; to Malta, to Morocco, to Penzance, to Valencia, on the Irish coast; to Nova Scotia; to Canada; to New York. The total distance by this route is 14,000 miles. By the new cable the distance is only 8,000 miles. The cable tolls paid by the government alone for one year in its communications with the Philippines amounted to \$300,000. Under the new rate at least two-thirds of this amount will be saved.—*Manila Callers.*

THE HOUSING PROBLEM.

The house problem as it touches many of our readers is not a whit less difficult to solve than it is in the case of the London poor, observes the *Singapore Free Press*. The European in Singapore on a salary is extremely awkwardly placed, if he wants to live in decent neighbourhood he has to go far afield, because all the eligible sites—to use an auctioneer's phrase—are snapped up by Chinese, if near town, or if not all snapped up, are in unpleasant proximity to houses occupied by Asiatics. Now there is not, per se, any particular objection to Asiatics as neighbours. Many of the better-class Chinese are excellent neighbours and keep their compounds and houses in a state of cleanliness and order that excite the admiration of all. But many of our Asiatic friends may be out of the goodness of their hearts, a desire to help the poor, and an inability to say no to their countrymen who

plead to be allowed to live in their little hut near the office, or in a small rental, are not so careful as themselves of their premises, that make close residence possible. And in any case they generally have a large household producing the same effect. The general result is that residences suitable for Europeans living on a salary, near town, are practically unobtainable. The proportion of rental to income in England seldom rises above ten per cent. What \$500 a month can get a house, suitable to live in, for \$50 a month? Indeed, very few Europeans are obtainable at all, suitable for Europeans, at that figure. When to the rent is added the cost of the smallest possible retinue of officers dignified by the name of servants, and the exterior of the "cook," the problem of living is rendered still more difficult of solution. Some years ago the idea was started of semi-detached or terrace houses. But the neighbourhood chosen was soon so crowded in, and so little discrimination was used in regard to the class of tenants accepted, that they became "impossible" for Europeans. Then again we had the idea of a building society at Tanjong Katong, in which each subscriber lived in his own little compound and in his own house. It never reached fruition, because of the distance of the estate from town and the difficulty of securing the class of people who could be relied on to take up and pay up to the end of the story. There seems to be in all these schemes the difficulty of finding good enough sites in convenient access to town. The factor of distance is too great. There remains another way, though, exploited by the hotels, and remaining open to the speculative owner, and that is by getting air and light from above. An example of this on a moderate scale is to be found in the new steel-frame building erected for Messrs. Stephen Paul & Co., at the corner of Hill-st and Stamford-rd. That is a splendidly built edifice, the lower part of which is devoted to retail business, the first floor would form an ideal restaurant, tiffin club, and supper rooms, and the second floor is very suitable for flats. We understand that several suites have been let to bachelors, who will make their own arrangements as to catering. This is rather an example than a model of what could be done. A good site, a new building suitably arranged in flats, with a restaurant attached to it—or even without one—and care in letting should ensure a remunerative investment from upon any sum spent in construction. There is rather an advantage in having flats above the ground floor, the sweeter air and freedom from dust being compensation for the climb upstairs, which said climb will soon be a thing of the past with the aid of electric power and lifts. The great advantage of living in a flat is that it does not involve the expense of servants. We do not believe that half the people who keep a large number of servants want them, or derive any benefit from them. There are lots of people who would rather dispense with personal service in the case of many boys. At all events, living in a flat is simpler than engaging a house with a garden and carriage and the hundred and one expenses constantly to be met. The absence of that domestic tyrant, the cook, would be nothing less than a vast relief to most people. A flat can never be as attractive as a pleasant house in a verdant garden. But it can be made more comfortable and private than an hotel, and much cheaper than a mess—when you consider the loss caused by the frequent making-up of a mess and its breaking-up. It seems to us that the provision of good flats to be let to Europeans, in a decent position not far from town, is a solution of the housing difficulty for many of the juniors here, married and single. And if let at rents equal to those charged for small houses would prove a very handsome investment.

BALIC FLEET.

A COLLIER'S EXPERIENCES.

The German steamer *Dortmund* which supplied Admiral Rojestvensky's fleet with coal in Madagascar waters, arrived at Colombo, the other day, from Tamatave which she left on the 12th ult. Some of her officers were interviewed by a representative of the *Times of Ceylon*. The information given showed that the *Dortmund* is a Hamburg-American line vessel, and is only one of many which that well-known Company is utilising in the lucrative business of coaling belligerent men-of-war. The Captain of the *Dortmund* said that from Madeira, right down the coast of Africa and as far as Madagascar, the Russian fleet was accompanied by a large number of tramp steamers of all nationalities loaded with coal—Norwegian, Swedish, British, and German. These colliers were constantly engaged in supplying whatever men-of-war were in need of fuel. The best Welsh steam coal is always used; and when their supply was exhausted they were told to leave at once for their particular destination. While with the fleet, the colliers were under the absolute command of Admiral Rojestvensky, who gave them instructions as to the route, and the ports at which they should call. In general, what was required immediately a collier was instructed to proceed the fleet, wait at a port specified by the Admiral. It thus happened that before the Russian fleet reached Madagascar, most of the British colliers had passed their stock of coal over to the fleet, and had left about their business; and only two British colliers were seen near Tamatave when the *Dortmund* was discharging her 8,000 tons of coal into the bunkers of the belligerent boats.

NEUTRALITY RESPECTED.

A very interesting picture of the scene outside Tamatave is given. In the first it should be noted that the Russians were careful to abstain from a breach of neutrality; for the men-of-war were ordered to keep outside the limits of the neutral zone; and it thus followed that, being a good distance from land, coaling operations were only possible with great inconvenience both to the colliers and the men-of-war. The method adopted was briefly this. The collier would approach the man-of-war as near as was consistent with safety, and the coal from the lighters was slung across from one ship to another in baskets and bags. There were many breakages in the course of the operations, and as informed, rattings and other lightly-constructed hats were smashed up in the process. The *Dortmund* naturally saw a good deal of the Russian fleet during the time, and the officers were in addition to draw many conclusions from what they saw. But the authorities of the Hamburg-American line are very strict in regard to divulging information on the subject, and the captain and officers of every collier are instructed to preserve a strict silence; however, details do leak out.

THE ADMIRAL.

Some interesting light is thrown on the character of Admiral Rojestvensky. Those who have seen and spoken with him say he is an upright and pleasant gentleman, albeit exceedingly strict and reserved; and on his ships he knows absolutely no distinction. His officers and men are allowed no shore leave, but are kept under strict discipline, and any shortcomings or disobedience are punished in an exemplary manner. It is said, furthermore, that he never communicates the contents of telegrams he receives from St. Petersburg even to his most distinguished

officers; and that the commanders of the other vessels of the fleet simply get their instructions to take such and such a course, without knowing what their ultimate destination is to be. The Admiral is constantly in touch with the shore and important dispatches are frequently sent to him. When a collier has finished its task and has no more to do the Admiral sends to the captain a simple letter of thanks and dismissal, and having received the orders from the agents, the collier leaves the fleet without delay. In the case of the *Dortmund* the consul from Tamatave brought instructions that the captain was to proceed at once to Colombo, in ballast, there to await orders. The captain says that, when anybody asserts that the Baltic fleet is likely to be in such and such a place at such a time, it is all pure guess-work, for the movements of the fleet are dependent upon the exigencies of the moment, and only the Admiral knows what the next step is. News of the approach of Japanese cruisers had reached him before Madagascar was sighted, and in consequence, the vigilance of the fleet was redoubled. All lights are put out at night, except when the searchlight is playing; and double watches are maintained.

PROFITABLE BUSINESS.

The colliers which run the risk of coaling the Baltic fleet are being very well paid for their trouble; and no Company is making such a handsome profit out of the game as the Hamburg-American line. The risks of loss, it is said, are covered by the Russian Government, and this is more probable when it is remembered that the tramp steamers are under naval discipline for the time being.

STOESSSEL AT SINGAPORE.

The *Singapore Free Press*, of the 30th ult., records the arrival at that port, of General Stoessel, as follows:—

Shortly after eight o'clock this morning a large crowd of people on the Borneo Wharf were jostling each other to get on to the French Mail steamer *Australien*. Shortly before nine she made fast to the wharf and amongst the first to board her was Mr. Roussakov, the Russian Consul here, whose mission was to greet the great and brave Russian soldier, the defender of Port Arthur, General Anatole Stoessel. The two were quickly in earnest conversation, but after brief chat Mr. Roussakov was introduced to several of the officers who accompanied the General, and who are proceeding to Russia, on parole, from Port Arthur. The Russian commander is also accompanied by his wife and six other ladies, the daughters of officers killed or wounded during the siege. Besides General and Mme. Stoessel, the steamer brought from Nagasaki the following passengers who had been at Port Arthur: Generals Reiss, Goltz, Goltz, Nadine, Trichakoff, Savitski, and Kotensko, Admiral Lotichinsky, and Chief Engineer of naval construction Lindelbeck, 23 officers, 125 subalterns, five non-commissioned officers, 138 privates and Misses Nevelskow, Givavoroff and six others.

These passengers arrived at Nagasaki on the evening of the 12th on board of a steamer carrying 130 Russian officers and 800 men from Port Arthur. The officers now on the *Australien*, not including General Stoessel, consist of Lieut-General Nadine, who was wounded in the head and arm in May, but since then has participated in several engagements as commander of 7th Siberian Division; a Major-General, commanding the 4th Artillery Brigade, 16 field officers, 58 company officers, 8 sergeant-majors, 1 surgeon, 3 veterinary surgeons, and 1 priest, there being also 91 men, the officers' servants.

General Stoessel and his wife seem in excellent health, as also are the majority of the officers. Port Arthur's defender, in company with Mrs. Stoessel, were soon escorted ashore and driven to Raffles Hotel where they were also entertained to tiffin by the Russian Consul. After their departure from the ship the wharf presented a very busy scene as the Russian officers, passengers, orderlies and servants were alike arrested by the vendor of wares. Battering was the order of the day and the Asiatics seemed to do a fair amount of business. Later on in the morning it was nothing unusual to see 20 and 30 rikshas followed by six or seven gharries, wending their way towards the business portion of the town. The *Australien* leaves again on her journey at five o'clock this evening.

The tiffin-party at Raffles Hotel was attended by General Stoessel and Madame Stoessel and about twenty officers. A part of the great hall was screened off for the meal which was specially served.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st February.

	1904.	1905.
Tytain...	27' 51" below	21' 9" below
Byewash...	—	—
Pokfulam...	31' 10" below	21' 84" below
Wong-nai...	23' 9" below	44' 01" below
cheong...	—	—
STORAGE GALLONS.		
Tytain.....	192,460,000	225,030,000
Byewash.....	—	—
Pokfulam.....	6,160,000	11,225,000
Wong-nai-cheong	7,381,000	132,000

Total..... 205,901,000 246,387,000

Consumption of Water in the City of Victoria and Hill District during the month of January.

	1904.	1905.
Consumption...	80,761,000	122,428,000 gallons
Estimated population...	222,100	226,900
Consumption per head per day...	11.7	17.4 gallons

Intermittent supply during the month of January, 1905.

Constant supply during the month of January, 1905.

Consumption of Water in Kowloon Peninsula during the month of January.

	1904.	1905.
Consumption...	14,481,000	13,453,000 gallons
Estimated population...	65,900	71,650
Consumption per head per day...	7.0	6.0 gallons

The Government Analyst reports that the water is of excellent quality.

P. N. H. JONES, Water Authority.

COMMERCIAL.

YARN MARKET.

In their report, dated 10th inst., Messrs. Cawston, Pallapala & Co. write:—Our last was dated the 27th ultimo per a.s. *Coromandel*, since when the downward tendency in exchange assisted by incessant favourable advices from Bombay encouraged holders to withdraw from the market by asking higher prices. To this dealers were at first very unwilling to submit

as they had a large quantity of goods on hand and stocks were increasing, but importers have since succeeded in establishing an advance of from 5 to 10 per cent on favourite desirable shillings. The great part of the business may be considered as congratulatory purchase by our local dealers. The market closes steady. No. 60 prices have been a shade easier and a better business than last month. Nos. 50 and 55 of request. No. 100—A good business has been put through in favourite desirable shillings at an advance of 5 to 10 per cent. No. 120—The market is bare of stock and holders have been enabled to obtain an improvement of 5 to 10 per cent on desired shillings. No. 150—Shows a small business at an advance of 5 to 10 per cent. No. 200—Nowwithstanding insignificant country orders, favourite superior tickets have found buyers at an advance of 50 cents to a dollar per bale. Sales during the past fortnight comprised about 200 bales of No. 60; 250 bales of No. 70; 350 bales of No. 100; 250 bales of No. 120; 150 bales of No. 150; 100 bales of No. 200; 50 bales of No. 250; 50 bales of No. 300; 50 bales of No. 350; 50 bales of No. 400; 50 bales of No. 450; 50 bales of No. 500; 50 bales of No. 550; 50 bales of No. 600; 50 bales of No. 650; 50 bales of No. 700; 50 bales of No. 750; 50 bales of No. 800; 50 bales of No. 850; 50 bales of No. 900; 50 bales of No. 950; 50 bales of No. 1000.

Local Yarn—Sales still. Japanese Yarn—Sales still.

Exchange.—We quote to-day on India at Rs. 14 1/2 per cent. London at 15 1/2 d.—S.

Quotations for the week close as follows:—

Hongkong Banks	270 b.
Canton Insurance	260
Hongkong Pines	340
China Fines	103 sa.
Indo-China	125 b.
H. & M. Steamboats	125 b.
China Sugars	227
H. & W. Whampoa Docks	210 b.
Erkham	150 b.
Hongkong Wharfs (old)	135 b.
do. (new)	134 b.
Hongkong Lands	134 sa. and s.
Hongkong Hotels	141 sarand s.
Green Island Cements	28 sa. and b.

SHANGHAI SHARE REPORT.

The following resumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report published on the 2nd February:—

Last month's settlement passed through with difficulty as large differences had to be met on a tight money market which, with the near approach of Chinese New Year, threatened to lead to serious complications in some quarters. During the week there has been little done, and the market although steady at former rates is not really quiet. Exchange has fallen 3/8 for demand. For 3 days' paper from Hongkong 70 is quoted. Consols 28 1/2. Wharves—Shanghai and Hongkong Wharf shares 'New' have been purchased at Tls. 133 cash. For March Tls. 155. Tls. 158. Tls. 160 and Tls. 161 plus 'new issue' at par have been booked. Shares are wanted.

Shipping—Indo-China have been negotiated at Tls. 88 for cash and at Tls. 91, Tls. 92 and Tls. 93 for March. Shell Transports are offering at 1 1/2 to 2. Tug and Lighters 'old' have been sold at Tls. 50.

Docks—Farnham Boyds have had attention for cash and last month's settlement at Tls. 151, 152, Tls. 155, 152 and Tls. 155. For March Tls. 156, Tls. 158 and Tls. 158 are quoted. To-day sales have been made at Tls. 157, 155, April at Tls. 161 and Tls. 160.

Lands—Shanghai Land Investment Co.'s accounts for 1904, after deducting 6 per cent for interim dividend paid in July, shows a credit of Tls. 31,734.95, which is appropriated by paying a final dividend of 6 per cent and a bonus of Tls. 2, making in all 16 per cent for the year; by transferring 'Reserve' the interest on undeveloped estates amounting to Tls. 28, 81,000 by adding Tls. 2,855.24 to the Reserve for equalization of dividends, swelling that total to Tls. 170,000, and carrying forward the balance Tls. 40,666.66. Shares have been dealt in at Tls. 115 and Tls. 114.

Cottons—A small lot of Ewos was sold at Tls. 23. No further business quoted.

Sugars—Peraks have been booked at Tls. 54 and at this figure there are sellers. Chinas are steady at 52.20.

Mining—Wei-Hai-Wei Golds have had attention at \$5. Engineering and Mining shares have been bought and sent up North at Tls. 74. Raubs are wanted.

Tobaccos—Sumatras have changed hands at Tls. 67. The accounts to 31st October, 1904, of the Maatschappij in Langkat Co. show a surplus in the working account of Tls. 1,227,027.75. Tls. 875,000 have been paid away in dividends, say Tls. 35 per share, or 48 per cent on the capital. Tls. 193,540.55 is placed to reserve in accordance with the statutes. Tls. 150,000 is written off shipping properties (Tls. 30,000). Land, timber and mining Concessions (Tls. 10,000) part cost of prospecting, etc. (Tls. 110,000). The reserve fund now stands at Tls. 528,210.38 which leaves only Tls. 19,289.62 to be added to conform to the Dutch laws. Shares have been placed at Tls. 270 and Tls. 273 for cash and January settlement. March shares have been sold at Tls. 284, 280, Tls. 282, 285, April at Tls. 290.

SHANGHAI FREIGHT MARKET.

Messrs. Wheelock & Co., writing under date 2nd inst., state:—

Our homeward freight market remains in much the same state as at last writing as regards the quantity of cargo going forward is concerned and now that we are close upon China New Year all export will be practically suspended for the next couple of weeks; as regards tonnage the Hamburg-America line are making a new departure in putting on three fast cargo steamers with excellent passenger accommodation specially adapted for the tropics which should soon prove themselves favourites under the go-ahead management of that company.

Consistently—As usually happens about China New Year there is very little cargo business offering and rates have declined all round although it would be difficult to say how long this is going to last or how far rates will drop, opinions are so diverse from the different standpoints of owners and charterers in spite of the drop in rates tonnage is rather scarce and we are inclined to predict a rise after the holidays which should continue as the opening up of the northern ports draws near.

TO-DAYS EXCHANGE.

Selling.	
London—Bank T.T.	11 1/2
Do. demand	11 9/16
Do. 4 months sight	11 1/2
France—Bank T.T.	246
America—Bank T.T.	47 1/2
Germany—Bank T.T.	200
India T.T.	14
Do. demand	146
Shanghai—Bank T.T.	Nomin.
Japan—Bank T.T.	96
Java—Bank T.T.	117
Buying.	
6 months' sight L/C	11 1/2
6 months' sight L/C	2 1/2
30 days' sight: San Francisco & New York	48
4 months' sight do.	49
30 days' sight Sydney and Melbourne	210

WITH reference to the murder of the two Japanese engineers in the employ of the Choochow Swatow railway, it has transpired that it was committed on account of some personal grievances suffered by the villagers who accordingly gathered in large numbers and caused trouble.—*Eastern Times*.

THE Japanese Telegraph Administration notify that telegrams for Port Arthur and Dalny will be accepted at sender's risk for transmission by military post from Nagasaki provided written in plain Japanese or English. The address of such telegrams should be supplemented with the words "post from Nagasaki."

A SOCIAL evening, of song and recitation, was held at the Wanchai Chapel (Wesleyan) as a welcome back to the Rev. C. Bone, chaplain to the forces, who returns from 18 months' furlough in the home country, to resume his duties which were performed during his absence, by the Rev. W. Bridge, who, with his family, left two weeks ago for England.

A TELEGRAM from Mukden says that energetic measures are being taken there to raise the exchange value of the Russian rouble. Bars of silver have been ordered from Hamburg, and "yamben," silver coins of the value of about 63s. each, are to be struck. Small silver coins have been put into circulation already; the Russo-Chinese Bank has had these coins made.

NEW Year's greetings were flashed around the world from the United States Naval Observatory at Washington. The message was first transmitted from San Francisco, thence to Hawaii, the Wake Islands, the Philippines, Hongkong, Singapore, Madras, Bombay, Aden, Port Said, Gibraltar, Plymouth, Nova Scotia and back to Washington, thus travelling twenty-five thousand miles.

IT is with much regret that we have to announce the receipt of news of the death in Germany, where he was engaged in the management of a bank, of a Mr. Grotz formerly of Messrs. Melchers & Co., Hongkong. He resided chiefly in that colony, but paid frequent visits to Shanghai, where he earned the deep regard of all who knew him by his unflinching brightness and geniality.—*M. C. D. News*.

A GLOOM has been cast over Hankow by the death there, from typhoid fever, of Mr. A. E. Robbins, of Messrs. J. W. & Co. He was only recently transferred to Hankow from Shanghai, where he was a very popular member of the Light Horse, and was generally very much liked by all who knew him, his unflinching good humour making him very welcome wherever he went.

THE C. M. S. N. Co.'s steamer *Hasting* arrived at Shanghai on 31st ult., bringing with her from Swatow nine kidnappers, male and female, and twelve children who were kidnapped from Shanghai. They were all sent to the Native City Magistrate, and, after some trial, the kidnappers were detained in custody, in separate apartments, while the unfortunate children were sent to the N. Y. Y. charitable institute for safe keeping and identification.—*Universal Gazette*.

YET another Canton dispatch stating that Viceroy Tseñ is very much opposed to allowing more Chinese labourers to go to South Africa, on the ground that the employers of these coolies have not acted up to contract, has been printed in the northern journals. His Excellency, it is stated, has also sent a strong telegram to the Waiwup on the subject and the chances are that under the circumstances, from the South, at least, there will be difficulty, for the present, in engaging Chinese to go to the Rand.

THE funeral took place on Friday of Mr. A. Wright, architect and surveyor, who died at the Government Civil Hospital early yesterday morning. The deceased had been in failing health for a long time, and was an inmate of the Hospital for four months in the latter half of last year, suffering from paralysis. He had a relapse in December last, and shortly afterwards had to return to the Hospital, where he succumbed as stated. He was a native of Australia and was four-two years of age. He was principally employed by Mr. Chan A. King, the well-known contractor.

IN the action *Sayce v. Nomura*, in which the former sought to recover \$100, being the value of eight cases of dates, entrusted to the latter, His Honour Judge Sercombe Smith gave judgment on Thursday for the defendant with costs. It appeared that the plaintiff had the dates in his possession for five months, before in a friendly way he asked defendant if he could sell them. Defendant took the fruit to Japan but on arrival found the goods musty and unsaleable. He returned the dates to Hongkong when plaintiff, who was paying him no commission for his trouble, entered suit against him for damage to the dates.

THE following telegraphic information, dated the 1st inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Mijn-Boschen-Landbouwexploitatie in Langkat, Ld.:

Gallons.
Daily aggregate output of Crude Petroleum 87,000
Crude Petroleum in Tanks at date 260,000
Cases.
Kerosene made since the date of the preceding monthly telegram 83,000
Kerosene shipped since the date of the preceding half-monthly telegram 63,000
Kerosene in stock at Refinery at date 84,000

THE majority of the Chinese residing in Annam are natives of Kwangtung, and occasionally, when they erected monasteries, or temples, these were heavily taxed by the Frenchmen. Last year they intended to impose taxation on these places of worship at the rate of from \$100 to between \$500 and \$500 each, which fact having aroused the indignation of the native merchants, secret letters to the French were written during that autumn, declaring their intense hatred for them and their policy. It is now learned that the Frenchmen have resumed the old policy of levying taxes on the native monasteries and temples, and have contributed \$500 to the repair of the Confucian temple at Hanoi.—*Eastern Times*.

A CASE of gross cruelty to a child was brought up at the magistracy, before Mr. Kemp, in which a Chinese woman was charged with so severely beating her maid-servant, a child of fourteen years, as to necessitate her removal to hospital. There it was found that her poor little body was black and blue with bruises. It appeared that the rice was not cooked yesterday quite to the old harden's liking, hence the severe, even brutal, chastigation. The child was too frightened to give proper evidence against her mistress, and the case was remanded for a few hours for the attendance of a solicitor, who, it was said, had been engaged in the case, for the defendant. When the case was called at 11 o'clock neither solicitor nor defendant appeared, and the defendant's bail of \$50 was exsited.

THIS Government is prepared to lease for agricultural purposes, an area of reclaimable forest, at a reasonable rental and without premium for 21 years to any person making arrangements with the scavenging contractor under which the city refuse will be deposited on the area so reclaimed, and building a wall to prevent the rubbish from being washed away.

EARLY on Saturday morning a false alarm of fire was given from No. 19 Wellington Street. The Fire Brigade did not turn out. It appears a number of lighted Joss-sticks tucked over on to a pile of waste paper which quickly ignited and set a small table on fire, the flames from which scorched the window sash. However, the inmates secured some water and soon had the flames out. Damage \$10, uninsured.

IT is notified in the *Gazette* that where members of the public consider they have cause of complaint against the Post Office they are particularly requested to bring the matter to the notice of the Postmaster General. In the case of delay or misdelivery of letters it would be sufficient to forward the cover with a note of the exact time or place of delivery marked on it; if enclosed in an envelope no stamp will be required. In the absence of full details promptly supplied it is impossible to discover causes of complaint or to take steps to prevent them.

THE Theatre Royal was almost crowded on Tuesday, on the occasion of the variety entertainment given by the Pollard Lilliputian Opera Company. The Company only arrived from Manila on Monday night where they have had a phenomenally successful season, and left today for Vancouver, and the United States where it is expected they will be engaged for quite eighteen months, and are under contract to play in some of the largest theatres and cities in the Union. We wish them every success and prosperity. Last night's performance consisted of excerpts from the many popular operas in their repertoire, which they gave in excellent style. Practically every member of the Company contributed, and in every case the item was completely enjoyable.

ON Thursday night Mr. W. J. Scully was going in a ricksha from the Hongkong Hotel to his house on Morgan Hill Road, when he noticed two burly Chinese coolies running after the vehicle. Having overtaken him the men waited in front, and as it is understood, in some way caused the ricksha coolie to stumble and fall so that Mr. Scully was thrown out on top of him by the sudden impact. One of the men threw pepper in Mr. Scully's eyes, while the other seized him and apparently tried to shove him under the ricksha. He, however, got free and as he had got most of the pepper out of his eyes by that time, gave chase to the coolies, who bolted on finding their plans frustrated. They were caught near No. 2 Police Station, arrested, charged, and locked up for the night. Mr. Scully's eyes were badly inflamed when he appeared at the Station to lay the charges of assault and attempted robbery against the men. The case was called on yesterday before Mr. Kemp, when, after formal evidence of the arrest had been given, the case was remanded.

AMONGST the papers of the late Mr. J. H. Cox were discovered a number of old records of the original Victoria Regatta Club. From these an article has been compiled, and under the heading of "Dim Distant Days" is the feature of the February number of the V.R.C. magazine. The record takes one back nearly fifty-six years when the Club was formed and traces its history down to 1867 when, during a two days' regatta, a substantial refreshment bill was run up, the items including five cases of champagne, six cases of six dozen sherry, and a few 'sundries' such as 39 bottles of brandies, 92 bottles of claret, 3 of gin, 2 of rum, 360 of pale ale, 104 of porter and so on. From other articles in the magazine we learn that Mr. T. C. Gray has joined the editorial staff and that Mr. Frank Lambert has been appointed hon. secretary of the Club. The record of sport is kept up to date and the little journal gives promise of making headway. It should be borne in mind that non-members of the Club can obtain copies at Messrs. Brewer & Co. at 25 cents a copy, or \$3 per annum.

CHINA COAST METEOROLOGICAL REGISTER.

February 9th, 1905, a.m.

	Bar.	Th.	Hum.	Wind	Wt.
Vladivostok	30.02	—	—	—	—
Yokohama	30.02	—	—	—	—
Hakodate	30.02	—	—	—	—
Kobe	30.02	—	—	—	—
Kioto	30.02	—	—	—	—
Nagasaki	30.02	—	—	—	—
Kyushima	30.02	—	—	—	—
Oshima	30.02	—	—	—	—
Naha	30.02	—	—	—	—
Shikajima	30.02	—	—	—	—
Taihu	30.02	—	—	—	—
Taihu	30.02	—	—	—	—
Tainan	30.02	—	—	—	—
Koshun	30.02	—	—	—	—
Pescadores	30.02	—	—	—	—
Weihaiwei	30.02	—	—	—	—
Gutai	30.02	—	—	—	—
Amoy	30.02	—	—	—	—
Swatow	30.02	—	—	—	—
Canton	30.02	—	—	—	—
Hongkong	30.02	—	—	—	—
Victoria Peak	30.02	—	—	—	—
Gap Rock	30.02	—	—	—	—
Macao	30.02	—	—	—	—
Haiphong	30.02	—	—	—	—
Manila	30.02	—	—	—	—
Batavia	30.02	—	—	—	—
Soerabaya	30.02	—	—	—	—
Cebu	30.02	—	—	—	—
C. St. James	30.02	—	—	—	—

February 10th, 1905, a.m.

	Bar.	Th.	Hum.	Wind	Wt.
Vladivostok	30.02	—	—	—	—
Yokohama	30.02	—	—	—	—
Hakodate	30.02	—	—	—	—
Kobe	30.02	—	—	—	—
Kioto	30.02	—	—	—	—
Nagasaki	30.02	—	—	—	—
Kyushima	30.02	—	—	—	—
Oshima	30.02	—	—	—	—
Naha	30.02	—	—	—	—
Shikajima	30.02	—	—	—	—
Taihu	30.02	—	—	—	—
Taihu	30.02	—	—	—	—
Tainan	30.02	—	—	—	—
Koshun	30.02	—	—	—	—
Pescadores	30.02	—	—	—	—
Weihaiwei	30.02	—	—	—	—
Gutai	30.02	—	—	—	—
Amoy	30.02	—	—	—	—
Swatow	30.02	—	—	—	—
Canton	30.02	—	—	—	—
Hongkong	30.02	—	—	—	—
Victoria Peak	30.02	—	—	—	—
Gap Rock	30.02	—	—	—	—
Macao	30.02	—	—	—	—
Haiphong	30.02	—	—	—	—
Manila	30.02	—	—	—	—
Batavia	30.02	—	—	—	—
Soerabaya	30.02	—	—	—	—
Cebu	30.02	—	—	—	—
C. St. James	30.02	—	—	—	—

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973	1,494,554	Div. of £1.10 @ exchange 1/9 15/16 \$16.41 for first half-year 1904	5 %	\$720 (London 275)
National Bank of China, Limited	99,925	£7	£7	\$1,400,000 \$17,739	\$150,494	\$2 (London 3/6) for 1903	5 1/2 %	\$36 sales
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$950,000 \$151,992 \$362,166 \$371,445	Nil.	\$17 for 1903	6 1/2 %	\$260
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sales
North China Insurance Company, Limited	10,000	£15	£5	\$1,850,000 \$20,000 \$373,749 \$893,110 \$846,773 \$200,000 \$37,794 \$100,000 \$125,675 \$2,561 \$1,728	Nil.	\$3 1/2 for year ended 30.4.1904	7 1/2 %	\$58 1/2 sales
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,700,000 \$27,419 \$893,110 \$846,773 \$200,000 \$37,794 \$100,000 \$125,675 \$2,561 \$1,728	\$2,078,997	\$35 for 1903	5 %	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794 \$100,000 \$125,675 \$2,561 \$1,728	\$486,284	\$12 for 1902	8 %	\$60
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$125,675 \$2,561 \$1,728	\$329,017	\$6 dividend & \$1 bonus for 1902	7 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	5,000	\$250	\$50	\$1,700,000 \$1,728	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$40 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900		\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,015 \$250,000 \$500,000 \$157,555	Nil.	\$3 for year ended 30.6.1903	6 %	\$34 1/2 buyers
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$11	\$250,000 \$500,000 \$157,555	\$11,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$16 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$125
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	7 1/2 %	Tls. 50 sales
"Shell" Transport and Trading Company, Limited	10,000	£1	£1	\$4,000,000 \$4,116 \$600,000 \$15,000	£58,852	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	Tls. 48 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,000 \$15,003 \$400,000 \$21,750 \$18,000 \$130,113 Tls. 98,000 Tls. 20,614	\$1,287	\$1.80 & 6 40 cts for year ending 30.4.04	5 1/2 % 3 1/2 %	\$38 \$29
Straits Steamship Company, Limited	5,000	\$100	\$50	\$1,000,000 \$18,000 Tls. 98,000 Tls. 20,614	\$33,648	\$5 for 2nd 4-year making \$13 for 1903	9 %	\$140 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904		\$27
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$22 1/2 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,110	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 54 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$400,000 G. \$10 G. \$50 none	£7,820 G. \$672,691	No. 3 of 1/16 50 cents making G. \$1 for 1904	6 %	Tls. 7 1/2 buyers G. \$18 1/2 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$50	none	Dr. \$672,691	No. 12 of 1/16 = 48 cents		\$3 1/2
South Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,000,000 £4,029	£4,029	Final of £1.55 making £5.55 for 1903		\$400
DOCKS, WHARVES & GODOWNS.								
Gen. Fenwick & Co., Limited	6,000	\$25	\$25	\$200,000 \$20,000	\$105,17	\$3.75 for 1903	8 %	\$43 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$200,000 \$20,000	\$20,000	Interim of \$2 1/2 for 1904	4 1/2 %	\$104 1/2
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$25,000 \$20,000	\$105,17	First year of \$2 1/2 bonus for first half-year 1904	7 1/2 %	\$10 buyers
Harbour Works, Limited	10,000	\$100	\$100	\$60,000 \$60,000	\$1,800	\$10 div. & \$5 bonus for year end. 30.6.04	7 1/2 %	\$203 buyers
New Amoy Dock Company, Limited	6,000	\$100	\$100	\$150,000 \$150,000	\$40,936	\$14 for 1903	4 1/2 %	\$25
Riley Harbours & Co., Limited	2,750	\$100	\$100	\$150,000 \$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$192 1/2
S. C. Farnham, Boyd & Co., Limited	55,000	Tls. 100	Tls. 100	Tls. 900,000 Tls. 48,153	Tls. 48,153	\$7 dividend for 1904 1/2	8 %	Tls. 152 buyers
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,000 Tls. 22,895	Tls. 22,895	Interim of Tls. 4 for 1904	7 1/2 %	Tls. 140 buyers
Yankee Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000 Tls. 1,760	Tls. 1,760	\$5 for first half year 1904	1 1/2 %	\$375 sales
LANDS, HOTELS & BUILDING.								
Star House Hotel, Limited (Shanghai)	10,000	\$25	\$25	none	\$9,080	\$2 1/2 for year ended 30.6.1904	9 %	\$27 sales
Star House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 655	Tls. 655	Interim of Tls. 4	6 %	Tls. 150 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	\$100,000 \$1,821 \$200,000	\$11,668	£5 for first half-year 1904	7 1/2 %	\$131 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$1,000,000 \$37,875 Tls. 13,656 \$200,000 \$9,177 none Tls. 800,000 Tls. 150,000 Tls. 17,144	\$11,668	Final of \$6 making \$12 for 1904	9 %	\$34
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$200,000 Tls. 13,656 \$200,000 \$9,177 none Tls. 800,000 Tls. 150,000 Tls. 17,144	\$37,875 Tls. 680 \$9,177 \$377 Tls. 37,034	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 19 buyers
Land of Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,656 \$200,000 \$9,177 none Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 680 \$9,177 \$377 Tls. 37,034	90 cents for 1903	7 1/2 %	\$12.10 ex div.
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	none	\$377	\$3 for 1904	8 %	\$37 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	Interim of Tls. 3 for 1904	7 %	Tls. 116 buyers
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,034	Interim of Tls. 3 1/2	7 %	Tls. 116 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 44 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 1,510	Interim of Tls. 3 for 1904	7 %	Tls. 125 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 1,747	None		Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,747	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$57
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.3.1903	7 1/2 %	Tls. 23
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$2,862	50 cents for the year ending 31.7.04	4 1/2 %	\$13 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 15,727 none	Tls. 13,659	Interim of 3/4 c 1898		Tls. 24 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 c 1898 on 6,000 shares		Tls. 25
Soy Chee Cotton Spinning Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 5,658	Tls. 26,389	4 1/2 for 1897		Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900		\$100 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	nil	First year		\$91
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,800 Tls. 25,000 \$25,000 \$25,000	Tls. 1,001	Interim of Tls. 3	9 %	Tls. 67 buyers
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$25,000 \$25,000 \$25,000	\$2,883	Interim of 50 cents for 1904	8 %	\$12 1/2 sales
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	\$5 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	\$596	\$3 for 1903	7 1/2 %	\$40 sellers
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$21 sellers
Do. (Founders)	123	\$15	\$15	\$20,000	\$1,253	None		\$100
Do. (New Issue)	21,000	\$15	\$15	none	First year	£125 for 1903	8 1/2 %	\$13 sales
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	£125 for 1903	4 1/2 %	\$13 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	60 cents for 1903	4 1/2 %	\$13
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	80 cents for 1903	8 %	Tls. 74 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	None		\$10
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	Dr. Tls. 152,318	\$1 1/2 for year ending 31.7.1903	9 1/2 %	\$13 1/2 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902	8 1/2 %	\$13 buyers
Fraser and Neave, Limited	4,500	\$10	\$10	\$112,500 \$150,000 \$180,000 \$13,104	\$2,700 \$3,115 \$13,104	\$5 div. and \$3 1/2 bonus for 1903	7 1/2 %	\$100 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$180,000 \$13,104	\$13,104	\$1.50 for 1903	5 %	\$28 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	\$180,000 £23,109 £3,000	\$13,104	Interim of \$1	14 %	\$21 1/2 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,255	£1 div. and 2/- bonus for 1903	7 1/2 %	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	6 1/2 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000 \$				

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " R. D. Thomas.
 "FATSHAN," 2,260 " " " W. A. Valentine.
 "HANKOW," 3,073 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,199 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain J. Willox.
 "NANNING," 569 " " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Hoi-ki, Shiu-Hing, Luk-Po, Lo-Fing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak-Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINPAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$30.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

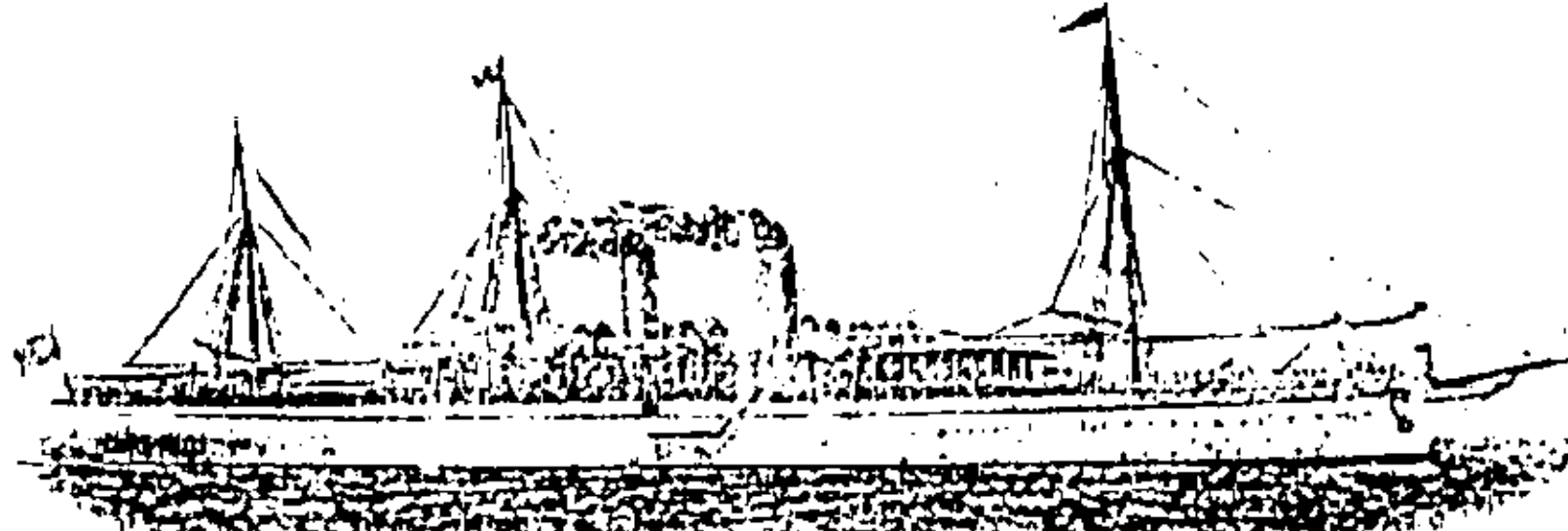
HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Birss. S.S. "HONGKONG," Capt. Macfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon, Single \$6.00.
 Hongkong to Kunchuk, Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN," 6,000 Tons, WEDNESDAY, 8th March.
 "ATHENIAN," 2,440 " " " WEDNESDAY, 15th March.
 "EMPEROR OF CHINA," 6,000 " " " WEDNESDAY, 22nd March.
 "EMPEROR OF INDIA," 6,000 " " " WEDNESDAY, 29th April.
 "TARTAR," 4,425 " " " WEDNESDAY, 26th April.
 "EMPEROR OF JAPAN," 6,000 " " " WEDNESDAY, 10th May.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent "Twin-screw" "EMPEROR" Steamships, pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 8th February, 1905. D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street. [10]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAVRE and HAMBURG.	21st Feb. Freight.
Alesia	(Calling at SPOR, PENANG & COLOMBO).	
Alesia	HAVRE, ANTWERP and HAMBURG.	24th Feb. Freight.
Sachs	(Calling at SPOR, PENANG & COLOMBO).	
SAMBIA	HAVRE and HAMBURG.	9th March. Freight.
Luning	(Calling at SPOR, PENANG & COLOMBO).	
RHENANIA	MARSEILLES, HAVRE & HAMBURG.	21st March. Freight and Passengers.
Behrens	(Calling at SPOR, PENANG & COLOMBO).	
SUEVIA	HAVRE and HAMBURG.	4th April. Freight.
Knaisel	(Calling at SPOR, PENANG & COLOMBO).	

With Transshipment at Singapore.
 ARCADIA, Captain Förrck, to sail from Singapore about 22nd February, Freight.
 ANDALUSIA, Captain Filler, to sail from Singapore about middle of March, Freight.
 * Special attention of intending Passengers is drawn to the splendid accommodation of the s.s. Rhenania. Saloons and cabins amidships. Lighted throughout by Electricity.
 For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings. [14]
 Hongkong, 6th February, 1905.

D. NOMA, TATTOOER
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904. [17]

Entimations.

HONGKONG ELECTRIC TRAMWAYS.

ALTERATIONS IN FARES.

From 4th February, 1905, until further notice, the Fares will be as follows:—
 Kennedy Town to Post Office 4 " Third;
 Post Office to Causeway Bay 4 " Third;
 Causeway Bay to Shau-ki-wan 5 " Third;
 The previous Table of Fares is hereby cancelled.
 Pending the arrival of New Tickets the existing stock will be used. The value of the ticket issued will be stamped thereon and the Section punched will indicate the limit of destination of the passenger.

J. GRAY SCOTT, General Manager.

SHEWAN, TOMES & Co., Agents.
 Hongkong, 8th February, 1905. [18]

NOTICE.

THE HONGKONG AND CHINA GAS CO., LTD., beg to notify the Public that the PRICE OF GAS will be REDUCED from \$3.50 to \$3.00 per 1,000 cubic feet as from the 1st February, 1905.

GEORGE CURRY, Local Secretary.
 Hongkong, 1st February, 1905. [18]

WHY NOT THE BEST? SEVEN GRAND PRIZES AWARDED TO SINGER SEWING MACHINES AT THE ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.
 Cash or Easy Monthly Payments.
 Hongkong, 28th January, 1905. [18]



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the world. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.
 Sole Agents for Far East, HOWARD & Co., 29, Des Voeux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—
 HOWARD & Co.
 Hongkong, 24th November, 1904. [61]

ESPECIAL OLD TOM GIN. Marshall and Elvy's

DOUBLY DISTILLED AND OF MATURED AGE.
 TO BE OBTAINED FROM—
 THE MUTUAL STORES,
 Des Voeux Road.
 Hongkong, 11th May, 1904. [53]



THE MUTUAL STORES, GENERAL STOREKEEPERS.

HONGKONG AND CANTON.
 Hongkong, 2nd February, 1905. [206]

Hotels.

HOTEL DES INDES. NOS. 2 & 3, STAMFORD ROAD, SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade.
 Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE, Proprietor.
 H. T. SARRE, Manager.

Singapore, 4th October, 1904. [A] Hongkong, 19th May, 1904. [27]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
 For Terms, &c., apply to the
 MANAGER.
 Hongkong, 2nd July, 1900. [28]

FOR HOTEL COMFORT AND THE BEST BILLIARDS GO TO THE KOWLOON HOTEL.

J. W. OSBORNE, Proprietor and Manager.
 Hongkong, 1st October, 1904. [4]

Entimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
 7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 8.00 a.m. Every 15 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 11.00 a.m. Every 15 minutes.
 11.30 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 15 minutes.
 1.15 p.m. to 1.45 p.m. Every 15 minutes.
 1.45 p.m. to 2.15 p.m. Every 15 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.30 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 30 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 15 minutes.
 12.00 Noon to 1.00 p.m. Every 10 minutes.
 1.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 10 minutes.
 6.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.
 Hongkong, 29th December, 1904. [65]

WEISMANN, LTD. (CAFE WEISMANN.)

THE place par excellence in Hongkong for Refreshments of all descriptions.
 Facing the Post Office, Queen's Road, Central.
 Everything of the best, prepared and served under entirely European Management.
 See our Grand Christmas Display.
 Cakes, Bonbons and Confectionery of all kinds made to customers' own order and design.
 Send or Bring Your orders.
 We guarantee satisfaction.
 The Weissmann Most Up-to-date Café in the Orient.
 Hongkong, 17th December, 1904. [146]

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a breakdown, as it were, of the vital forces that sustain the system. No matter what may be its causes (for they are almost numberless), its symptoms are such as to make the more prominent being sleepiness, loss of vitality or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is *increased vitality*—vigor.

VITAL STRENGTH & ENERGY

To throw of these morbid feelings, and experience proves that as night succeeds the day this may be more easily secured by a course of the celebrated life-reviving tonic.

THERAPION NO. 3

than by any other known combination. So sure as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH.

and a new existence imparted in place of what had so lately seemed worn-out, "used up," and valueless. This wonderful restorative is purely vegetable and innocuous, (accessible to the latest tables for all constitutions and conditions, in either sex and it is difficult to imagine a case of disease or debility, whose main features are permanently benefited by this never-failing recuperative essence, which is destined to cast into oblivion everything that had preceded it for this wide-spread and numerous class of human ailments.

THERAPION

is sold by the principal chemists throughout the world. Price in England, 2/6 and 4/6. Purchasers should see that the word "THERAPION" appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd., Hongkong, China and Manila.

HONGKONG AND CANTON.
 Hongkong, 2nd February, 1905. [206]

Hotels.

HOTEL DES INDES. NOS. 2 & 3, STAMFORD ROAD, SINGAPORE.

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CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade.
 Spacious Refreshment, Dinner and Billiard Saloons.

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 H. T. SARRE, Manager.

Singapore, 4th October, 1904. [A] Hongkong, 19th May, 1904. [27]

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 MANAGER.
 Hongkong, 2nd July, 1900. [28]

FOR HOTEL COMFORT AND THE BEST BILLIARDS GO TO THE KOWLOON HOTEL.

J. W. OSBORNE, Proprietor and Manager.
 Hongkong, 1st October, 1904. [4]

Entimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK. Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 335 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

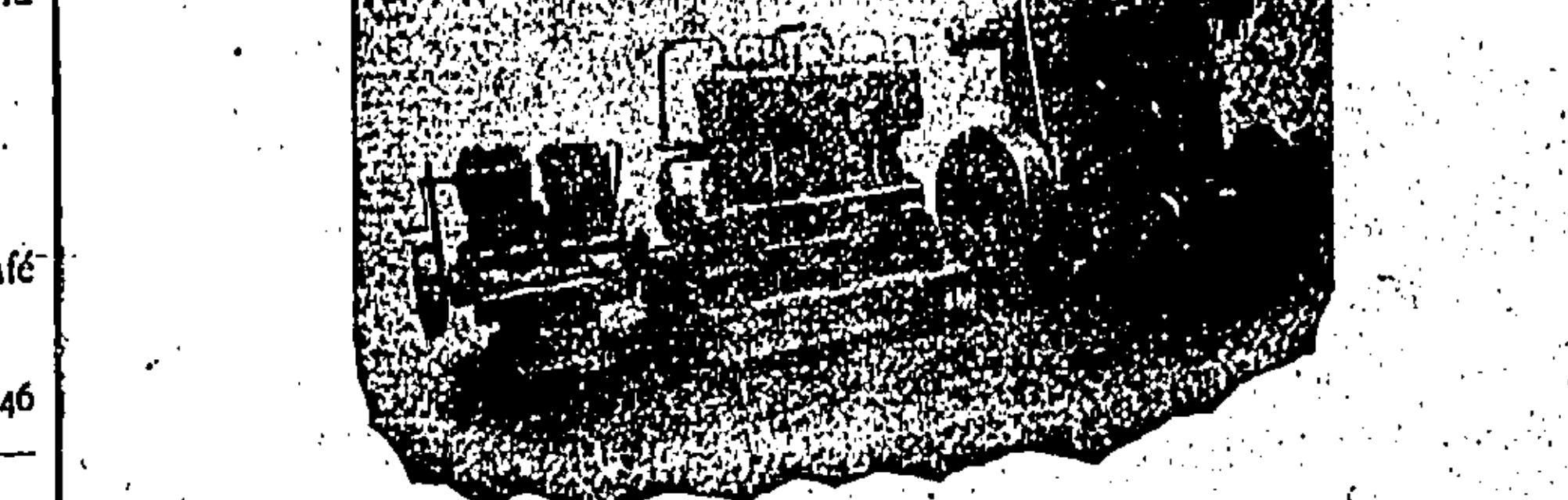
Telephone: Works, No. 508; General, No. 376.
 Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).
 Yokohama, May 11th, 1903. [76]

E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.
 AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness. Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.
 W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
 H. W. JOHN'S CANADIAN ASBESTOS GOODS.
 Cable Address: "MARINEWORK," Hongkong.
 Telephone No. 358.
 12, Beaconsfield Arcade, Hongkong. [201]

When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES, GENERAL STOREKEEPERS.

HONGKONG AND CANTON.
 Hongkong, 2nd February, 1905. [206]

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J. W. OSBORNE, Proprietor and Manager.
 Hongkong, 1st October, 1904. [4]

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.
 Sun Glasses are restful and give the effect of coolness.
 Prices from \$2.00. A. S. TUXFORD, Manager.
 Hongkong, 1st October, 1904. [4]

Intimation.

WM. POWELL,
LIMITED.
"ALEXANDRA
BUILDINGS,"
Des Vaux Road,

FIRST FLOOR BY LIFT.

OUR
FURNISHING
DEPARTMENTis completely stocked with all the
newest

Art Tapestries.

Musings.

Velvets.

Plushes.

Cretones.

Roma Satins, etc., etc.

CARPETS OF
EVERY
DESCRIPTION
AND MAKE.Several hundred Smart Carpet
Squares, all sizes and prices.Bedsteads, by the very best
makers only.Upholstering done in first-class
style.

Houses completely furnished.

Special attention given to the
Shipping trade.

Intimation.

FOUNDED IN HONOUR.
No doubt you have seen in the papers such
announcements as this—concerning some
medicine or other:—"If, on trial, you write that
this medicine has done you no good we will
refund your money." Now, we have never had
reason to speak in that way concerning the
remedy named in this article. In a trade
extending throughout the world, nobody has
ever complained that our medicine has failed,
or asked for the return of his money. The
public never grumbles at honesty and skillfully
made *brandy*, or at a *medicine* which really and
actually does what it was made to do. The
foundations of

WAMPOLE'S PREPARATION
are laid in sincerity and honour, the knowledge
of which on the part of the people explains its
popularity and success. There is nothing to
disguise or conceal. It was not dreamed out,
or discovered by accident; it was studied out,
on the solid principles of applied medical
science. It is palatable as honey and contains
all the nutritive and curative properties of Pure
Cod Liver Oil, extracted by us from fresh cod
livers, combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. This remedy is praised by all
who have employed it in any of the diseases it
is recommended to relieve and cure, and is
effective from the first dose. In Anemia,
Scrofula, Nervous and General Debility, In-
fluenza, La Grippe, and Throat and Lung
Troubles, it is a specific. It is precisely what
it is said to be, and has won the confidence of
the public on that basis. You may resort to it
with a faith and hope that arise from the history
of what it has done for others. Dr. Thos. Hunt
Stucky says: "The continued use of it in my
practice, convinces me that it is the most
palatable, least nauseating, and best prepara-
tion now on the market." One bottle proves
its intrinsic value. "You cannot be dis-
appointed in it." Sold by chemists throughout
the world.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

MONDAY,

the 13th February, 1905, at 3 P.M., at
Messrs. Jardine, Matheson & Co.'s Godowns,
East Point,

SUNDY FITTINGS AND GEAR
EX S.S. "KENSINGTON,"

Comprising—
BOAT DAVITS and BLOCKS, WIND
SAILS, CARGO DERRICKS, STEEL WIRE,
IRON BEDS, AIR PUMP, BUCKET, CON-
DENSER BRASS TUBES, LIFE BUOYS,
&c., &c.

TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th February, 1905. [229]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
ON

WEDNESDAY AND THURSDAY,
the 15th and 16th February, 1905, at 10 A.M.
each day, at

H.M. NAVAL YARD,
SUNDY NAVAL, VICTUALLING,
OBSOLETE AND CONDEMNED
STORES,

Comprising—
BOAT'S ENGINE, WILLIAMS' ELECTRIC
CABLE MACHINES VENTILATING AND
DRILLING LATHES, BRASS, COPPER,
IRON, MANGANESE, BRONZE, PAPER-
STUFF, CANVAS, FURNITURE, BLANK-
ETS, PROVISIONS, IMPLEMENTS, &c.

TERMS OF SALE—As customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 7th February, 1905. [221]

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Official Administrator, to Sell by
PUBLIC AUCTION,
For Account of the Estate of the late
ALFRED WRIGHT,

ON

WEDNESDAY,
the 15th February, 1905, at 2.30 P.M., within his
residence, No. 2, Salisbury Avenue, Kowloon,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE.

Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 9th February, 1905. [231]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

FRIDAY,

the 17th February, 1905, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A GREAT ASSORTMENT OF
ENAMELLED WARE GOODS,

Comprising—
TIPPIN CARRIERS, TEA AND COFFEE
POTS, SAUCEPANS, SOUP LADLES,
&c., &c.

A Quantity of AUSTRIAN RUBBER
SHOES.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th February, 1905. [230]

SWATOW.

ITS IMPROVEMENTS—AND WANT OF THEM.

In my former article I endeavoured to show
that Swatow had improved by instituting a
native police force and by repairing its bund,
and had resuscitated its sports. I then began
to look at the adverse picture and point out the
danger of hydrophobia from the innumerable
diseased works that roam its streets. I shall
with your permission—touch upon other mat-
ters equally pregnant with importance which
deserve the serious attention of any Western
traveller that can bring about a reform. Let me
proceed.

I understand that the Customs Authorities
constitute the harbour guard of the local gov-
ernment. They seemingly cannot prevent the
native boatmen from discarding all clothing
directly the hot weather sets in. This does not
refer to sampan men and their kin, but those
that work for general purposes. They do not
even wear a loin cloth. To add to this injury
to common decency, not a classical study of
beauty undraped is to be found in the whole
bunch. A Praxiteles or a Phidias would swoon
if they beheld the anatomies presented to our
eyesight. A doctor might be interested and
instructed in tracing the corded veins and
muscular tissues, he might even enjoy a pro-
fessional revel in diagnosing the varieties of
skin diseases, but it is the community in general
I must think of. Steamers bring many women
and children into the harbour, and I have the
gentle sex dwelling amongst me. It causes an
intuitive shudder to conceive that this spectacle
of undress is literally paraded about upon the
warrior of the port and no step taken to stop it,
or if any step is taken, it is a very soulless one.
Perhaps the women themselves may raise the
question of the indignity they are put to, and
for the sake of their children; but the wonder
is that the missionaries are dormant. Why
lose this opportunity of redeeming the natives
from an uncouth custom without an ethical law
to favour it? Why are they shutting their
eyes tightly to a gross evil and allow it to pass
year after year without bestirring themselves to
overcome it? It is the severest and most
tangible criticism upon their work of salvation
that a port that has come under the influence
of civilisation and their religions yet retains the
mark of prehistoric ages or darkest savagery.

Next, it has been proved beyond controversy
that rats are among the greatest disseminators
of bubonic plague in the East. Incidentally I
may mention that Dr. de Burchigny of New-
chwang has shown me a beautiful collection
of plague germs extracted from the vermin.
Beautiful in the sense that the collection was
complete and in various stages of propagation,
under his care. This is conclusive that there
is no faddism in regarding the plague of rats
in Swatow as a public danger not to be trifled
with. The place swarms with them and no
drastic measures are taken to exterminate them.
The rodents rush across the roads at night in
numbers as great as their size. The belated
stranger is at first bewildered and it gives him
pause on his return from the Club. He tries to
recall the label of the brand of whisky he
has partaken of during the last game to
billiards, in case he should be led astray in
imbibing more from that bottle in future, but
he soon discovers that the verminous crowd is
a reality. A policy of self-defence asks the
community for a wholesale destruction because
they undermine all the godowns and cause
the bund to sink into holes that become men-
traps until repaired. The godowns are now a
very groggy lot. They are maintained from
collapsing in many places by shoring reaching
across the street at short intervals, and the
sight is picturesque; but not as it should be.
It reminds one of Hongkong without the
elaboration that the Crown Colony puts into
its strengthening struts when a building bulges.
If the owners are indifferent about their valu-
able property it is not for me to complain, but
it is a horse of another colour when the liabi-
lity of a fearful calamity like the bubonic plague
is apt to break out at intervals in our midst.
A case has occurred when the servants' quar-
ters had to be reconstructed due to death from
the plague. The dead rats found beneath the
flooring told the whole story of the fatality.

Smells are a portion of a Chinese city, but I
expect something better when Western people
have the handling of sanitary matters or can
bring pressure to bear when necessary. Coleridge,
in his day, tells us that Cologne
could boast of two and twenty stench, all
well defined, and several stinks. We have the
same here, where they should not be. In the
Settlement there is an open drain that runs from
a remote part of Swatow along the road past
the British Post Office and behind the Customs
Examining Shed. I have not had the courage
to trace the source of this conduit because the
task would be too unpleasant. In hot weather
there issues from it the rankest compound of
villanous smells that ever offended nostrils.
Coolies use the sewer for general purposes and
the flushing it gets from a high tide is an in-
adequate way of clearing it. I hope, the new
police will repress the coolie, but the smell is
ever with us. Any cold weather we get merely
allays it. The white people—or anybody that
is doomed by force of circumstances to dwell
in the houses facing and almost immediately
over the conduit—must needs have organisms
inured against typhoid and kindred diseases to
enable them to withstand the nauseous odour
and concomitant germs. The suggestion made
to culvert the drain is met by another sugges-
tion that the property holders shall share the
expense, and with this clash of mind with mind
nothing is done to abate the nuisance. I trust
that now the port is acquiring into itself in
its political economy that this disgrace will
meet the attention it deserves and be abolished.
—N. C. D. New.

COMMERCIAL.

YARN MARKET.

In their report, dated 10th inst., Messrs.
Gardiner, Matheson & Co. write:—"Our yarn
market has been very quiet since the 27th ult.,
when the downward tendency in exchange
assisted by necessary favourable prices from
30th ult. encouraged holders to withdraw from
the market by asking higher prices. To this
dealers were at first very unwilling to submit
as they had a large quantity of goods on hand
and stocks were increasing; but importers have
at last succeeded in establishing an advance of
from 10 to 12 per cent. on favourite desirable
spinnings. The great part of the business may
be considered as congratulatory purchase by
our local dealers. The market, however, steady.
No. 60: prices have been a shade easier and
led to a better business than last week. Nos. 8.
—Are out of request. No. 100: A good
business has been put through in favourite
desirable spinnings at an advance of 10 to 12
per cent. No. 120: This market is bare of
stock and holders have been enabled to obtain
an improvement of 10 to 12 per cent. on desired
spinnings. No. 160: Shows a small business
but at an advance of 10 to 12 per cent. No.
200: Notwithstanding 'insignificant' country
orders, favourite superior tickets have found
buyers at an advance of 50 cents to a dollar per
bale. Sales during the past fortnight comprise
of about 200 bales of No. 60; 2,575 bales of
No. 100; 325 bales of No. 120; 450 bales of
No. 160; 1,425 bales of No. 200; in all about
4,975 bales. Arrivals per steamer *Chusan*,
Kunming, *Gregory*, *Apar*, *Capri*, and *Pekin*,
of about 22,025 bales. Shipment to Shanghai
and Northern Ports about 3,000 bales. The
unsold stock is estimated at about 44,000 bales.

Local Yarn—Sales nil.
Japanese Yarn—Sales nil.
Exchange.—We quote to-day on India at
Rs. 146 1/2 per cent. London at 11 1/2—S.

FORTNIGHTLY REPORT.

Indian Yarn.—Since the issue of our last
report on the 27th ult., our yarn market has
shown some signs of firmness in view of the
downward course in Exchange, and about
5,000 bales have changed hands, prices show-
ing in some instances an advance of 50 cents
to \$2 per bale. The market closes quiet but
steady. Shipments to Shanghai and Northern
ports about 2,500 bales. Unsold stock is es-
timated at about 45,000 bales. Arrivals 22,025
bales.

Local and Japanese Yarn.—No business is
reported.

Raw Cotton.—The market has been lifeless
and notwithstanding a concession of 10 to 12
per cent. no better business can be induced
than the sales of a few parcels aggregating 285
bales superfine Beirgat at \$21 to \$23; stock
4,200 bales.

China kind.—No business is reported. The
unsold stock is 1,200 bales.

Malwa Opium.—Sales are reported of about
new 12 chests at \$1,075 to \$1,100, old 30 chests
at \$1,150 to \$1,170. Older 20 chests at \$1,280
to \$1,350. Stock is 1,455 chests. Uncleared
stock 565.

Patna Opium.—Sales are reported of about
573 chests at \$1,150 to \$1,165. Stock 3,675
chests. Uncleared stock 1,680.

Benares Opium.—Sales are reported of about
255 chests at \$1,050 to \$1,150. Stock 977 chests.
Uncleared stock 576.

Persian Opium.—Sales are reported of about
45 chests at \$850 to \$900. Stock 2,130.
Exchange.—We quote to-day on India at
Rs. 145 1/2 on London at 11 1/2—S.

TODAY'S EXCHANGE.

London—Bank T.T. 111/16
Do. 111/16
Do. 111/16
America—Bank T.T. 111/16
Germany—Bank T.T. 111/16
1904 T.T. 111/16
Do. demand 111/16
Shanghai—Bank T.T. 111/16
Japan—Bank T.T. 111/16
Java—Bank T.T. 111/16

4 months' sight L/C. 111/16
30 days' sight San Francisco & New York 48 1/2
4 months' sight do. 48 1/2
30 days' sight Sydney and Melbourne. 2/9
4 months' sight do. 2/9
4 months' sight Germany 2/9
Bar Silver. 2/9
Bank of England rate 2/9

OPIMUM QUOTATIONS.
To-day's quotations are as follows:—
Malwa New ... @ 105/1,100
Old ... @ 110/1,180
Older ... @ 120/1,220
Patna New ... @ 110/1,350
Patna Old ... @ 110/1,350
Persian (Paper) ... @ 78/1,010

Intimations.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
Price 5/6 per case of 48 bottles (quarts)
or 6 dda. plus.

Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January, 1905. [57]

LEVY HERMANOS.

DIAMOND JEWELLERS AND WATCHMAKERS.

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best. "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Wing's Building.

Entertainment.

HONGKONG PHILHARMONIC SOCIETY.

A CONCERT will be given by the above
Society in the THEATRE ROYAL, on
THURSDAY, 16th February, at 8 P.M., under
the distinguished patronage of His Excellency
the Governor. The Programme will consist of
Orchestral Pieces, Solos and the Naval Can-
tata "THE REVENGE." Tennyson's Poem
set to music by C. V. Stanford, performed by
the Choir and Orchestra.
Tickets: price \$3, \$2 and \$1, obtainable at the
ROBINSON PIANO CO.
Hongkong, 8th February, 1905. [227]

Intimations.

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-FOURTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS will be held at the Offices of the
General Managers, Pedder's Street, at 12.30
P.M., on MONDAY, 13th February, to receive
a Statement of the Company's Accounts, to
31st December, 1904, and the Report of the
General Managers.

The TRANSFER BOOKS of the Company
will be CLOSED from the 3rd to the 13th
February, both days inclusive.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 28th January, 1905. [187]

THE HONGKONG, CANTON, AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SEVENTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 14th February, at 12 o'clock
Noon, for the purpose of receiving a Report of
the Directors, together with a Statement of
Accounts, declaring a Dividend, confirming
the appointment of a Director, and electing
Auditors.

THE TRANSFER BOOKS of the Company
will be CLOSED from the 3rd January to the
14th February, both days inclusive.
By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 24th January, 1905. [166]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.NOTICE IS HEREBY GIVEN THAT THE ORDI-
NARY HALF-YEARLY MEETING OF
THE SHAREHOLDERS in the Corpora-
tion will be held at the City Hall, Hong-
kong, on SATURDAY, the eighteenth day of
February, 1905, at Noon, for the purpose of
receiving the Report of the Court of Directors,
together with a Statement of Accounts to 31st
December, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 31st January, 1905. [196]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.NOTICE IS HEREBY GIVEN THAT THE REGIS-
TER OF SHARES of the Corporation
will be CLOSED from SATURDAY, the fourth,
to the eighteenth day of February, 1905, (both
days inclusive), during which period no Transfer
of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 31st January, 1905. [197]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
OF SHAREHOLDERS will be held in the
Office of the Company, Queen's Buildings,
New Prince, on MONDAY, the 20th February,
1905, at 12 o'clock Noon, for the purpose of
receiving the Report of the Directors and the
Statement of Accounts to the 31st December,
1904.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
February, both days inclusive.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 26th January, 1905. [177]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company, will be
held at the Office of the Company, Pedder's
Street, on MONDAY, the 6th day of March,
1905, at 11.30 A.M., to receive a Statement of
Accounts to 31st December, 1904, and the
Report of the General Managers, and to elect
a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 20th February to
the 6th March, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 8th February, 1905. [226]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.NOTICE IS HEREBY GIVEN THAT ON
and after this date interest at the rate
of 8% per annum will be charged upon all Calls
in respect of SHARES NOT FULLY PAID UP
from the day appointed for Payment of such
Calls, namely 3rd January, 1905.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 11th January, 1905. [122]

THE VICTORIA SCHOOL AT TANG-
KUNG CHAU, for Children of EURO-
PEAN BRETHREN, will be OPENED
on March 20th, 1905.

The School will be open to Children of both
sexes, but Girls over 12 years of age will not
be admitted. For further particulars, applica-
tion should be made to the Education Depart-
ment.

EDWARD A. IRVING,
Insp. of Schools.
Hongkong, 2nd February, 1905. [219]

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service, and until further notice,
to BOOK CARGO and ISSUE BILLS OF LADING
to SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NIPPON PACIFIC S.S. Co., BOSTON
STEAMSHIP and TOWBOAT CO., OCEAN
S.S. Co. and CHINA MUTUAL S.S. Co.
For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.
R. MORI,
Acting Manager.
Hongkong, 24th January, 1905. [68]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

16, DES VEAUX ROAD CENTRAL,
HONGKONG.

SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE
"COMPOSITION RED HAND
BRAND" HARTMANN'S GREY PAINT,
DAMBLER'S PATENT MOTOR
LAUNCHES.

Sole Agents for
FENGUSON'S SPECIAL CREAM
and
O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES.
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 15th December, 1904. [44]

IMPORTANT NOTICE.

MR. RUTTONJEE begs to announce to
his numerous customers that his
Bakery in Kowloon, being burnt down, he has
hired another in a healthy part of the town,
where BREAD will be baked and prepared
under his usual personal supervision and
ensuring, to his numerous patrons, the cus-
tomary supply of the same wholesome Bread
made of the finest flour and materials, that he
has all throughout supplied.

Customers are kindly requested to send their
orders as usual.

H. RUTTONJEE,
No. 5, D'Almeida Street, Hongkong.
No. 37, Eligis Street, Kowloon.
Hongkong, 4th January, 1905. [58]

THE WINE GROWERS
SUPPLY CO.

HARRETTO & Co.,
General Agents, Hongkong.

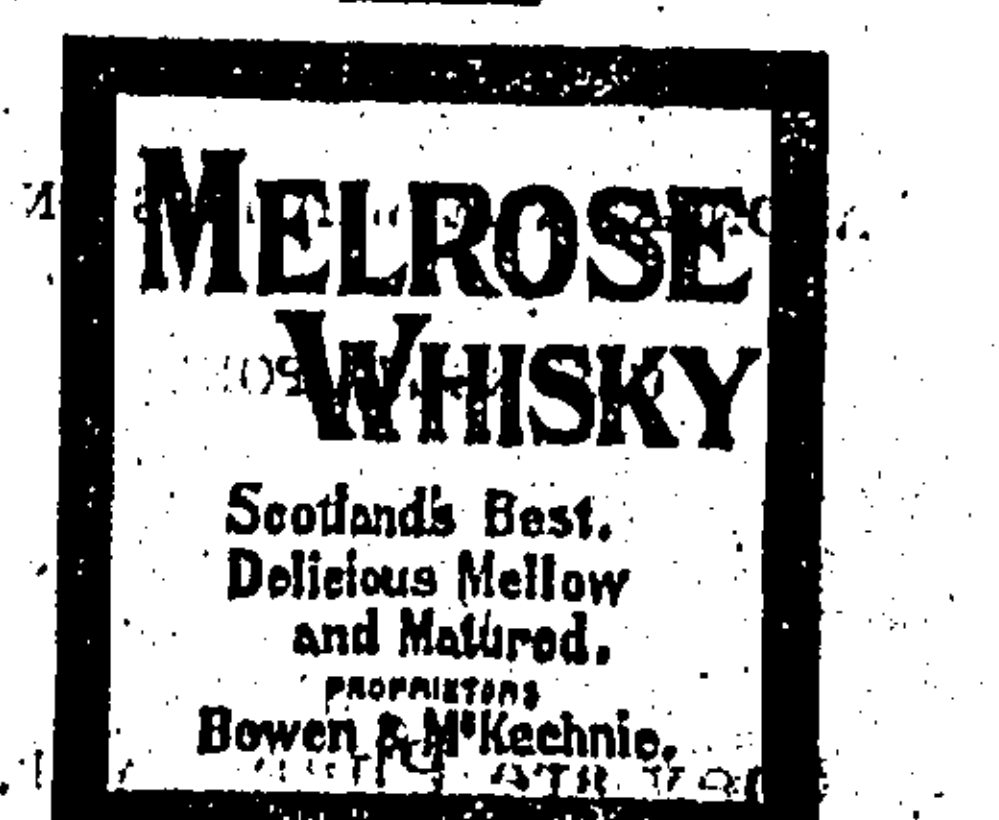
PORT WINE.

Direct shipments from the
COMPANHIA AGRICOLA E COMMERCIAL DOS
VINHOS DO PORTO,
(Successors to DONNA ANTONIA A. FERREIRA).

Monopoly for China of
THE WINE GROWERS SUPPLY CO.

Per Case of
1 Dozen.

Dry No. 1	Selected Old Port	\$50.00
" 2	" " "	" 35.00
Quinta do Porto	" " "	" 30.00
Dry No. 3	" " "	" 25.00
Quinta da Granja	" " "	" 20.00
Tawny, 1887, Vintage	" " "	" 15.00
Tawny, (White Label)	" " "	" 14.00
Medium Tawny, (Brown Label)	" " "	" 13.00
White Tawny, (White Label)	" " "	" 12.00
Full Wine, (Brown Label)	" " "	" 11.00
White Tawny, (Brown Label)	" " "	" 10.50
Light Tawny, (Brown Label)	" " "	" 10.00



OEPA RUBY
RIOJA CLARET,
\$6.00 ... per dozen.

Direct Importers of Wine, Beer and Spirits
from well-known Growers, Brewers and
Distillers. Price List on application.

HARRETTO & Co.,
Agents,
Nos.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

BRANDY.

GUARANTEED
PURE COGNAC.

Per doz.

B Superior Very Old
Cognac . . . \$27

C Very Old Liqueur
Cognac . . . \$33

D Hennessy's Finest
Very Old Liqueur
Cognac . . . \$40

GUARANTEED
PURE COGNAC.

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 11th February, 1905.

There are many Whiskies to be
had in Hongkong,

BAD, PASSABLE AND
OTHERWISE.

THERE ARE FEW ABSOLUTELY RELIABLE.

Public Opinion has classed our

IMPERIAL
HIGHLAND

(Red Triangle) ... at \$16.00 per doz.

AND

CLUB No. 1

(Gold Triangle) ... at \$18.00 per doz.

AMONGST THE WHISKIES ONE

CAN RELY UPON.

They are PURE ALT.

GREGOR & CO.,
WINE MERCHANTS,

34, Queen's Road.

Hongkong, 10th February, 1905.

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hom Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

Jan. 10th, at 35, Iverna-gardens, W., the wife (née ABEL GILES) of Claud Laurence of a daughter.

DEATH.

On the 9th ult., as the result of a carriage accident, HENRY AYLESBURY WALKER AYLESBURY, of "Leigh Court," Uffculme, Devon, and of the firm of Aylesbury and Garland, of Ipoh and Tapah, Malay States.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 11, 1905.

PLEA FOR PUBLIC SAFETY.

The dastardly attack which was committed on a European resident in Hongkong in the vicinity of Happy Valley the other evening, again brings into prominence the necessity of improving the street illumination of the city, particularly in the outskirts. Those who for various reasons have been tempted to take a stroll in the direction of Happy Valley will know how badly lighted is that quarter of the town. Even in these enlightened days, when it is admitted on all hands that a sufficiency of street illumination affords the best protection against the thug, the robber, and the vulgar thief, Happy Valley continues in darkness as impalpable as if it were in the middle of the Sahara. And not only Happy Valley, but the major portion of Hongkong, or to be literally correct, Victoria, is in this condition of gloom intensified by a stray lamp here and there at night-time. For a considerable distance along Queen's Road East, especially within that section bounded on either side by the military and naval quarters, it is impossible to see a hand's breadth ahead, and the luckless pedestrian spends his time tripping and stumbling over the cobbles and ditches which abound in that locality with the alternative of stepping into the road and being knocked over by every passing vehicle. It is true that electric arc lamps are planted in the middle of the thoroughfare, but they are so far apart, and so hidden by the foliage of the trees that they are little better than useless. Happy Valley is infinitely worse, however, for in this residential district there is practically no attempt at providing adequate illumination. Yet Happy Valley and the district around Morrison Hill are largely occupied by European residents, who are not always inclined to go to bed at sundown, or remain indoors after dark. It shows that there is something radically wrong somewhere when any gentleman in a rickshaw is liable to be the victim of an outrage, and is obliged unaided to beat off his assailants and secure his own safety. It may be argued that there is such a thing as collusion among coolies, and that such episodes as night attacks are comparatively rare in Hongkong. At the same time it must be recognised that such things are at least possible. And while the lack of proper lighting may have a great deal to do with such matters, there is the further question to be considered—where was the policeman? It is a trite, though paltry, remark to make that the policeman is always round the corner. As a matter of fact, however, it would be interesting to learn how many people who have passed along Morrison Hill Road near the witching hour of midnight, or even earlier, have been favoured with a glimpse of the guardian of the law. We do not impute dereliction of duty to the officer on that boat, but urge that the number of men employed on night duty in the outskirts might be usefully augmented to secure more efficient patrol. Returning to the first point, it is a known fact that bad news travels quickly, and although the born rascally coolie may not be able to read English he will quickly be apprised of the assault on a solitary European reported in yesterday's issue. What then is to prevent an organised gang to follow their natural bent towards crime by lying in wait for unsuspecting travellers and perpetrating an outrage which may not have so fortunate an ending? Everybody in the community is concerned in this matter, for it affects not only those who live in the Eastern District, but also those who have to climb the hills at night. Take, for instance, the case of a passenger by rickshaw or chair returning home from the theatre. Practically he is at the mercy of his puller or bearers, and half a dozen gangs of determined villains are capable of instituting a reign of terror. Perhaps this may seem somewhat exaggerated, but so long as the possibility exists, and before it has be-

come an *fait accompli* steps should be taken to avert such a state of affairs. The true function of those in authority is not to punish crime after it has been committed, but to prevent it as far as human ability can do so. One of the best methods of attaining this object is to have all thoroughfares so lighted that the hoodlums and the miscreant can find no shelter for their wrongdoing in the darkness of by-streets and the Climmerian blackness of every other corner. The owners of private property, also, might be well advised if they allowed even a glimmer of light to appear so that the patrolman on his rounds could ferret out the nefariously-minded, the burglar and all the tribe of midnight marauders.

LOCAL AND GENERAL.

A CASE of plague is reported from Sham Shui Po in the New Territory.

HERR Friedenthal, the pianist, gave a recital at the Theatre Royal last evening.

QUARANTINE restrictions are still in force against Shanghai owing to the prevalence of small-pox at that port.

AMONG the arrivals by the English mail steamer last evening were Mr. W. Parfitt, and Mr. and Mrs. F. G. Figg.

H.M.S. *Tamar* will play H.M.S. *Centurion* on Monday next on the Naval Ground, Happy Valley. Kick off 4.15 p.m.

THERE is a marked improvement in the condition of Mr. Reuben Sassoon, who has been seriously ill at his residence at Hove.

THERE was a large audience at the meeting of the Union Church Literary Club last evening to hear a lecture by Mr. J. Dyer Ball on "Four thousand years of the Chinese."

THE name of Mr. A. S. Mason has been added to the list of persons exempted from the operation of the Poisons By-law 6 (A) of the Public Health and Buildings Ordinance, 1903.

MAJOR Hume, D.S.O. Military Attaché at Tokio, has been selected for the Lieutenant-Colonelcy of the R.H.A., vacant by the retirement of Lieutenant-Colonel Cunliffe in India.

THE Very Rev. Francisco Rodriguez Noval has been appointed successor to the Very Rev. Evaristo Torres, in his office of Procurator in Hongkong for the Dominican Missions in the Far East.

WHEN the mail left home Sir George W. R. Campbell, K.C.M.G., formerly Acting Lieutenant-Governor of Penang, was dangerously ill from pneumonia. His condition was critical.

BEFORE the Colonial section of the Society of Arts on 24th ult. a paper on "British Commercial Prospects in the Far East" was to be read by Mr. Byron Brennan, C.M.G., late H.B.M. Consul-General at Shanghai.

MR. E. A. Hewett and Mr. J. Orange have been appointed members of the governing body of Queen's College to represent respectively, the mercantile community and the engineering profession in the Colony.

FROM an extract of meteorological observations made at the Hongkong Observatory during the month of January it is seen that on the 23rd ult. the temperature rose as high as 79.3, while eight days later it had got down to 45.8. No less than 142.9 hours of sunshine were recorded during the month.

THE City Hall last evening Lieut. Weston of H.M.S. *Albion*, lectured on "Some recent advances in the Control of Fire with suggestions for improvement." The chair was taken by Rear-Admiral the Honourable A. G. Curzon Howe, and included among a large audience present were the Vice-Admiral, Sir Gerard H. U. Noel, and the captains of most of the warships in port.

ON Monday evening next, at Happy Valley, the Hongkong Football Club will play the Royal West Kent F.C. Association Rules. Kick-off at 4.45 p.m. The following will represent the Club: Goal, Dr. Kew; Back, W. G. Leckie, and G. E. Morrell; Halves, H. C. Gray, Cleur, G. B. Macdonald and E. F. Aucott; Forwards, R. Macpherson, R. Henderson, W. H. Williams, C. Humphreys, and H. L. Garrett.

TSAN Tze Tong, a richly-dressed Chinaman, decked out in a long, thick, blue silk coat, appeared before Mr. J. H. Kemp at the Magistracy this morning to answer to a charge of stealing forty-two cases of condensed milk, the property of Mr. W. J. Connell of No. 32 Connaught Road, Central, on Thursday last. The milk was valued at \$300. The charge was proved, and Tsan was sent to six months' hard labour.

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st ult., as certified by the managers of the respective banks, are published in the *Table*.

Bank.	Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	\$3,847,626	\$2,400,000
Hongkong and Shanghai Banking Corporation.	16,063,298	10,000,000
National Bank of China, Limited.	322,119	150,000
Total.	\$20,233,043	\$12,550,000

THE HONGKONG REGATTA.

SUCCESSFUL INAUGURATION.

The first meeting of the Hongkong Regatta took place this afternoon and proved a great success both from a sporting and financial point of view. The formation of this, the latest addition to local rowing organisations, had the advantage of very strong support from the start, H.E. the Governor, not only displaying the keenest interest in the preliminaries, but himself offering for competition a valuable Challenge Cup, open to residents of Hongkong only. It was, therefore, not surprising that the initial meeting should have been fraught with all the conditions which ensure a successful one.

The course was an excellent one in many respects, but for the spectators, the implacable weather of the last few days made things very uncomfortable. A cold, piercing wind blew across the Harbour and the race-viewing circumstances were far from entrancing. The course was off Wanchai, from the Yacht Anchorage to the end of Causeway Bay; outside Kellett Island for races in Naval boats, and inside the Island for the races in light boats. The well-known and comfortable Canton River boat *King Tung*, was moored off Kellett Island, where the Committee dispensed hospitality to a large number of ladies and guests, and from which a splendid view of the racing could be obtained. During the afternoon the capital band of H.M.S. *Glory*, by permission of Vice-Admiral Sir Gerard Noel, Captain, and Officers played a choice selection of new and popular music. The general arrangements were in excellent hands, and everything passed off smoothly and well. The gentlemen responsible for the happy state of affairs were:

Committee:—Col. L. F. Brown, (Chairman), Messrs. E. W. Mitchell, A. Chapman, G. A. Caldwell, F. W. Warre, C. H. Gale, H. F. Chard, (Hon. Treasurer) and E. R. Hallifax, (Hq. Secretary).
Officers:—Umpires and Starters:—Messrs. C. H. Grace, W. H. Potts, and Mr. Hon. Gerrish Stewart.
Judges:—Messrs. E. W. Mitchell, Com. T. L. Sheldoff, R.N. and H. P. White.

A start was made punctually, with the Gig race open to N.C.O.'s of the Garrison. Three boats turned out, but the West Kents secured a very easy victory. The pairs Randal Gigs produced a capital race between the three out of the four entered, of which Musso's men landed the prize by a good two and a half lengths.

Some considerable interest was manifested in the Interport Fours, probably in view of the easy manner in which Canton disposed of Hongkong at the last annual meeting of the V.R.C. It was a capital start, but early in the race, Canton rowing a much quicker and more defined stroke, took the lead, and at Kellett Island had an advantage of quite a length. Thence onward Hongkong improved their rowing but could not come on terms, Canton gaining the verdict somewhat easily by three quarters of a length.

The race for men-of-war's gigs and whalers brought out no less than eighteen boats, which was not surprising considering the imposing array of warships in the Harbour. It was a hard fought race the *Glory* men winning virtually on the post.

All four crews entered turned out for the Junior Fours, but owing to the fact that no launches were allowed to follow the race a very good view could not be had from the flagship until after passing Kellett Island. Then it was seen that Balfour and his men had matters entirely their own way, and they won, slowing down by several lengths from S. Gidley. Most of the oarsmen in this race appeared quite fagged at the close.

H. E. the Governor (Sir Matthew Nathan) and party arrived shortly before the race for his Challenge Cup. The four crews entered, all turned out but the early stages of the race were not discernible for the reason mentioned. The crews were soon out of it and the race, which eventually became a most exciting one, lay between the Garrison and the Docks, of whom the first named passed the winning post just four feet to the good.

Following are details of the racing:—
GIG RACE.—12.45 p.m.—Open to N.C.O.'s and men of the Garrison. Course 1 mile. First prize \$20; second prize \$10. Post Entries.
Royal West Kents 1
Army Service Corps 2
Royal Engineers 3
Time 9.13.

PAIRS RANDAL GIGS.—1 p.m.—Prize presented by Mr. E. W. Mitchell. Limited to residents of the Colony. Course half a mile.
Blue 1
Red 2
White 3

STATION NO. 3—BLUE: R. W. Pearson, L. A. Musso. Cox: R. C. W. Mitchell.
STATION NO. 1—RED: E. Kempson, R.N. M. R. Bernard, R.N. Cox: McGregor Robertson.
STATION NO. 2—WHITE: J. W. Gidley, S. Gidley. Cox: H. Gidley.
Time 4.36.

INTERPORT FOURS.—1.30 p.m.—Prize presented by the Hon. Sir Paul (later, Kt.), C.M.G. Course 1 mile.
Canton 1
Hongkong 2

STATION NO. 2, CANTON—RED.
1.—Bow: R. Leslie (12.7). Andrews, C. Allers (12.2). W. Imhoff (13.2). Cox: A. W. Purnell 10.5.
Time 6.50.

STATION NO. 2, HONGKONG—BLUE.
1.—Bow: C. E. H. Bayes (12.0). C. McMeiers (9.9). G. G. Franklin (12.4). F. W. Warre (14.5). Cox: G. A. Caldwell (8.5).
MEN-OF-WAR'S GIGS AND WHALERS.—2 p.m. Conditions as in Naval Regatta of 1904. Course 1 mile. First Prize \$20; Second Prize \$10. Post Entries.
Glory 1
Alacrity 2
Orion 3

MEN-OF-WAR CUTTERS.—3 p.m.—Prizes presented by Colonel L. F. Brown. Condition as in Naval Regatta of 1904. Course 1 mile. First Prize \$40; Second Prize \$20. Post Entries.

Bogue (bargo) 1
Vengeance 2
Andromeda (Disqualified) 3

THE GOVERNOR'S CHALLENGE CUP.—3.30 p.m.—Prize presented by H.E. the Governor for annual competition. For four oars. Limited to residents of Hongkong. Each boat's crew to be drawn from a single unit, which is defined as—A Regiment, a ship, a Corps, the Volunteers, a Firm, or any other body of gentlemen working together at the same profession or calling. If any of the above unit are not strong enough to provide a complete crew, then any combination of two similar units may be made. A Cup is not included in the definition of a unit.
Garrison Crew 1
Docks 2
Albion 3
Civil Service 4

STATION NO. 1—RED: THE DOCKS.
Bow: R. W. Pearson, F. O. Day, C. J. Cooke, J. W. Mitchell. Cox: G. A. Caldwell.
STATION NO. 2—WHITE: A GARRISON CREW.
Bow: W. C. Cooper, R.E., W. F. Helmore, R.W.K., C. Elgood, R.W.K., O. Y. Hibbert, R.W.K., Cox: F. Joslin, R.W.K.
STATION NO. 3—BLUE: H.M.S. "ALBION".
Bow: R. M. Mack, E. E. Bartlett, C. F. Danby, T. J. Hallett. Cox: Rev. M. Mullineux.

STATION NO. 4—YELLOW: CIVIL SERVICE CADETS.
Bow: A. G. M. Fletcher, S. B. C. Ross, E. R. Hallifax, C. Mcl. Messer. Cox: J. R. Wood.
Time 7.15.

NAVAL NOTES.

The *Rinaldo*, sloop, Com. D. St. A. Wake, arrived at Plymouth on 10th ult., from the China Station.

The Fleet leaves Hongkong on Tuesday next 14th inst. for Mirs Bay, and is expected back in harbour on Saturday, 18th inst.

The sloop *Esperanza*, Com. L. de W. Satow, which recently returned to Sheerness from China, is ordered to pay off at Chatham Dockyard, after which she will be navigated to Dartmouth for service as tender to the *Britannia* for the instruction of naval cadets in engine working.

The naval boxing competitions now in progress at Kowloon are creating considerable interest among the ships' crews. Owing to the *Vengeance* having received orders to proceed home no entries were made from that battleship. Upon ascertaining that the Admiralty command had been countermanded several of the crew announced their willingness to enter, but it was then too late for their names to be accepted.

The sailing of the cruiser *Guichen*, which is to take the place of the *Chateaufort* in the French Squadron on the China Station, gave rise to very extraordinary scenes. The vessel was due to sail at 4 p.m. on 7th ult., but did not weigh anchor till past 10 p.m. It appears before going on foreign service the crew were given final leave, but at the hour when they should have been on board half the number did not answer the roll call. The naval police went in search of the men, and rounded up a number from the cafes and drinking shops. The crew were still 10 short, and to replace these in part some 30 or 60 men were taken from the Pontanian Prison. Amongst them was one man who had tattooed on his forehead, "Mort aux jaloux." Many others who were also embarked out of their turn uttered threatening remarks, some going so far as to say they would sink the *Guichen*. French papers attribute the scandal largely to the regulations issued by M. Pelletan, who looks on foreign service as punishment, so that when a vessel goes abroad short of her complement bad characters are embarked as a disciplinary measure, instead of having a devoted crew for such a commission. The *Guichen* will be fitted up as flagship at Saigon.

SHIPPING JETSA.

The *Merionethshire* which has arrived from London via ports had on board a beautiful lion for Hongkong.

At the instance of Inspector Langley, the master of the s.s. *Emma Layton* was prosecuted this morning before Mr. H. H. J. Gompertz, for proceeding to sea on the 23rd of December, without having on board duly-qualified engineers.—Defendant said it was on account of the holidays that he was unable to engage proper men. His Worship observed that it was a very serious breach of the Merchant Shipping Ordinance, and there was no excuse for it. He fined defendant \$250, which was duly paid.

Sections 5 and 6 of the U.S. Merchant Marine report, authorising and directing the Postmaster-General to enter into contracts for not less than five nor more than ten years, for the carrying of mails in steamships built and registered in the United States, include the following:—Pacific coast port, *via* Hawaii, to Japan, China, and the Philippines, 16 knots speed, monthly service, \$300,000 fortnightly, \$600,000; Pacific coast port to Japan, China, and the Philippines, 13 knots speed, monthly service, \$210,000; fortnightly, \$420,000.

SINCE the big shark was captured by Mr. Bredenberg a few days ago from the cable steamer *Patrol*, the *Strait Times* of 3rd inst. says several sharks have been swimming about the harbour. One particularly large shark circled round H.M.S. *Thetis* for a couple of days. The men on the cruiser put out a stout shark line baited with a piece of pork on Sunday. Although a number of sharks could be seen, the men did not get a bite until about 6 p.m. on Tuesday. The catch caused a great deal of excitement on the ship and numbers of the hands helped to haul in the line. It was seen that the hook had caught the shark under the fin. It had probably got caught while dabbling at the bait. Three sharks were fired at from a 303 rifle and it was hauled on board. The shark measured nine feet from tip to tip. On being cut open a number of bones were found. The men kept the teeth and as it had six rows, there were nearly enough to go round.

TURF TOPICS.

A delightful morning, to-day witnessed the gathering of a large crowd at the trials of interested spectators and members of the sport-loving fraternity. Among those present were the Governor (Sir Matthew Nathan) and his A. D. C.; there were also a good many ladies whose presence is a welcome rest to the conviviality of these pleasant gatherings.

All gallops were performed on the grass track on a fast course. The times are recorded below:—

Zodiac opened the ball, with a $\frac{1}{2}$ mile spin in 34.3/5, 1.05.

Folke and Border Raider, $\frac{1}{2}$ mile, 34.1/5, 1.09 4/5, 1.45 4/5, 2.21, 2.53 4/5.

Cotswold and Ard Patrick, $\frac{1}{2}$ mile, 34.2/5, 1.09 2/5, 1.46 2/5, 2.21 2/5, 2.52.

Cacannie, $\frac{1}{2}$ mile, 37.2/5, 1.13, 1.48, 2.20.

Ledbury, Croome, ("boy" up), and Heythrop, $\frac{1}{2}$ mile, 36.1/2, 1.12, 1.47, 2.20. Ledbury was first, and Croome and Heythrop second and third respectively.

V. W. H. and Berkeley, $\frac{1}{2}$ mile, 35.1/5, 1.11, 1.47, 2.21.

K. O. S. B. and Lanark, $\frac{1}{2}$ mile, 39, 1.15 2/5, 1.57 2/5, 2.23.

Black Monday and The Duke, $\frac{1}{2}$ mile, 35, 1.11, 1.43. Black Monday proved himself the better of the two.

Fife, $\frac{1}{2}$ mile, 35, 1.08 4/5, 1.40 4/5.

Fiscal, $\frac{1}{2}$ mile, 40, (?), 1.52, (?), 3.05, 3.36.

Gem Rose, $\frac{1}{2}$ mile, (?), 35, 1.13, 1.49, 2.23, 2.55.

Ocean, $\frac{1}{2}$ mile, 36, 1.11, 1.44, 2.18.

Policy and Rosy Morn Rose, $\frac{1}{2}$ mile, 34, 1.09, 1.45, 2.21, 2.56 4/5.

Rare Rose, $\frac{1}{2}$ mile, 41, 1.21, 2.02, 2.43, 3.23, 4.01, 4.37, 5.11.

La France Rose, $\frac{1}{2}$ mile, (?), (?), (?), (?), 2.52, 3.27.

Coronet Rose, $\frac{1}{2}$ mile, 36, 1.10, 1.43, 2.16 2/5, 2.48 2/5.

Empress of India, Rose, $\frac{1}{2}$ mile, joined by High Frequency, $\frac{1}{2}$ mile, 39, 1.18, 1.54 3/5, 2.28, 3.03, 3.37, 4.13.

Invincible Rose and Lamarque Rose, $\frac{1}{2}$ mile, 36, 1.10, 1.44, 2.19, 2.55, 3.30.

Equimult, $\frac{1}{2}$ mile, 37, 1.11, 1.47, 2.25, 3.03, 3.32.

Halifax and Algerine, $\frac{1}{2}$ mile, 37 2/5, 1.12, 1.46 2/5, 2.22, 2.57 2/5, 3.33 3/5. Algerine was pulled hard to give a chance to his companion.

Patrimony, $\frac{1}{2}$ mile, 37, 1.14, 1.48, 2.23, 2.57 3/5.

Forward, last $\frac{1}{2}$ mile, 36, 1.10 3/5.

Highland Laddie, $\frac{1}{2}$ mile, 34, 1.08.

Highland Chief, $\frac{1}{2}$ mile, joined by Highland King, $\frac{1}{2}$ mile, (?), 35, 1.09, 1.44, 2.19.

Saxon King, $\frac{1}{2}$ mile, 36, 1.11, 1.47, 2.23, 2.57.

Norman King and Umbrian King, $\frac{1}{2}$ mile, 44, 1.09, 1.44 1/5, 2.17 3/5; the Derby favourite was first.

Scottish King, $\frac{1}{2}$ mile, 38, 1.15, 1.49, 2.24, 2.59, 3.33.

Heather King, $\frac{1}{2}$ mile, 39, 1.16, 1.51, 2.26, 3.01, 3.31 3/5.

Prairie King and Jungle King, $\frac{1}{2}$ mile, 40, 1.16, 1.55, 2.31, 3.05 4/5, 3.38 4/5.

Samal, $\frac{1}{2}$ mile, 34, 1.09, 1.44, 2.17.

Grafton, Sport Royal and Cascade, $\frac{1}{2}$ mile, (?), 36, 1.12 2/5, 1.48, 2.22 2/5, 2.56, 2.58; the bunch finished in the order named.

Black Bird, $\frac{1}{2}$ mile, 33, 1.09, 1.46, 2.18 4/5.

Mick and Pat, $\frac{1}{2}$ mile, 34, 1.09, 1.45 1/5, 2.20 1/5, 2.55; Mick passed the winning post first.

Ching, $\frac{1}{2}$ mile, 33, 1.14

TELEGRAMS.

[Reuter's.]

Situation in Russia.

LONDON, 9th February.

The Warsaw hospital are full of patients, and refusing to admit more.

Despite official announcements, rumours are rife in St. Petersburg that there will be a general resumption of the strike on Sunday. The whole situation is full of uncertainty.

Sweden and Norway.

King Oscar of Sweden and Norway, who is in indifferent health, has transferred State functions to the Crown Prince.

Later.

King Oscar of Sweden and Norway transferred the State functions to the Crown Prince because of his not being robust enough to deal with the new crisis arising out of the final disagreement between Sweden and Norway concerning a separate Consular service.

A Chinese Loan.

A Chinese five percentage loan for one million sterling will be issued, on Friday, in London and Berlin, at 97.

SINGAPORE DOCKS.

"PRICES HIGHER THAN NEED BE."

Most of the public consideration in connection with the weighty business of taking over the Tanjong Pagar Dock Co., has hitherto been in connection with the price to be paid by the Colony to the shareholders for their shares. This is directly of interest to the comparatively few shareholders, and indirectly to the taxpayers of the Colony, who, if the concern on the new management cannot be made to pay expenses, will have to pay the difference from the general revenue of the Colony. We (*Singapore Free Press*) do not think there is any rosy financial future in store for the revenue from the time the Colony assumes the duties of wharfingers to all and sundry His Britannic Majesty's (and numerous other) vessels. Neither do we anticipate any great loss, unless the inevitable arbitration goes hard against Government. In any case these considerations are not paramount. The chief points are: Will our commerce be better served by the Colony's wharves than they now are by the Company's? Will the cost of handling and storing goods be less? Will the Board be able to repair ships more quickly and cheaply than at present? It must be remembered that the business of the Board resolve itself into two main divisions—wharfing, and docking and repairing. The wharves must obviously be retained under the control of the Board, to be generally used, on the principle first come first served. We take it there can be no question of reserving any particular berth for any particular vessel or line, as is done at present—when the improvements are carried out there will be little need for it, but they will not be completed for many years. But will the monopoly of the Tanjong Pagar Dock Co. as to repairs and docking, in any way of building vessels on the most eligible site in all Singapore, be maintained under Government? This is obviously a question that largely concerns the trading community, for high prices for repairs and docking mean dear freights, and dear freights affect the whole of commerce of Singapore as a distributing centre. At present, we understand the Dock Company, doubtless in the interests of its shareholders, rightly taboos the passage over its premises of a single plate, piece of machinery, pot of paint, barrel of cement or tub of lime that has not passed through its own stores. Not a man aboard a steamer is allowed to go down into the dock and help in repairs in a vessel. Not a nut can be taken off by the ship's own engineers, or those of the outside firm employed regularly by the owners to keep their vessels in trim. The closed gate shuts out all competition and thus prices are kept higher than they need be. Docks and machine shops have to pay for coal storage. On general principles it seems difficult to justify the carrying on by Government, at the public expense and risk, of a ship-building or repairing business that competes with private firms carrying on the same line of business. There are certain businesses that may be carried on by government and municipalities in the public interest—such as that of letter carrying, gas-making, water supply. In all these matters the public interest is best served by direct administrative control; there is no private company working for profit that could as well serve the public in these matters, unless they are given a monopoly, which is apt to become a dangerous privilege. But in the repairing of ships there are several firms in Singapore who work on a large scale and are just as competent to serve the public, and do so serve the public, without being given any monopoly. Their competition, within certain legitimate limits, chiefly that of doing equally good work for a less sum, is an advantage to the shipowner directly, and indirectly, as we have said, to all who are concerned in cheap freights: that is everybody in this island. The question, therefore, is, will the Government Board continue to keep up the rigid taboo of all outside work and material used in ship repairing and docking. If it does, farewell to any advantage in economy to ship-owners in this particular direction. If it does not, how does it hope to fare in open competition with private firms allowed to undertake similar work? Continue to make money? We grow not, deprived of the unique advantage offered by having their premises reserved for themselves. And if outside workers be allowed to come in, what price a remunerative return for all the money invested in the machine shops, stores, &c.? Lease the machine shops and works, we hear some one suggest. But who is likely to take up a lease unless they are guaranteed the monopoly that alone can make them pay? Here is a breakfast table problem of the knottiest. And it has this merit, that a satisfactory solution will go far to really better the Port, by introducing healthy competition in ship-repairing, and to a lesser degree ship-building and docking. It is more of a practical interest as an important factor in improving the facilities of the Port, which after all, is the main justification for Government expropriating the present Company.

NAVAL BOXING.

Pressure on our space this evening does not permit of our printing in full the account of the second night's boxing at Kowloon. Following are brief results:—

Came on: Parker (concluded from the previous evening) terminated in a win for Parker. Light-weights (second round):—Clark, *Glory*, beat Beales, *Albion*. Parkin, *Albion*, beat Wade of the *Hogue*. The fight was won on a foul given against Wade. Parker of the *Ocean* scratched to Cursen of the *Glory*.

Middle-weights (first round):—Kidd, *Albion*, beat McCarthy, *Rambler*. Jordan, *Ocean*, beat Rose, *Glory*. Deveson of the *Glory*, a bye. Bantam weights (semi-final):—Pucksmith, *Tamar*, beat McDonald, *Albion*. Wilks of the *Glory*, a bye.

Feather-weights (semi-final):—Francis, *Albion*, beat Little, *Glory*. Walker, *Sutlej*, beat Eglington, *Glory*.

Officers over 10st. 4 lbs:—Midshipman Kenworthy, *Glory*, beat Lieut. Gregory, *Whiting*.

TO-NIGHT'S PROGRAMME.

Following are the men remaining in for semi-final and final of competitions:—

Heavy-weights:—R. Gatchouse, P.O. 1st class, *Albion*, v. J. Lavus, P.O. 1st class, *Tamar*. Middle-weights:—Pte. J. Kidd, *Albion*, v. A. Deverson, A.B. *Glory*, and H. Jordan, A.B. *Ocean*. These three men will draw, one having to box a bye.

Light-weights:—R. J. Clark, Gym. Ins. *Glory*, v. M. Parkin A.B., *Albion*, and F. Cursen P.O. 2nd Class, *Glory*. The above men to draw, one also boxing a bye.

Feather-weights:—R. Francis, A.B. *Albion*, v. A. Walker, A.B. *Sutlej*. Bantam-weights:—Pte. J. Pucksmith, *Tamar*, v. F. Wilks, A.B., *Glory*.

To-night's boxing should be of a very interesting nature as all men are sure to do their very best. We have heard that it is the intention of the following men to challenge the winners in their respective weights:—Halligan, A.B. *Vengeance* (Middleweights), Terry Armstrong, A.B. *Vengeance* (Featherweights), F. Wade, Ch. Yeo, Sig. *Hogue* (Lightweights), and Mickey Lacey, A.B. *Vengeance* (Bantamweights).

THE ATTACK ON A EUROPEAN.

SIX MONTHS' HARD LABOUR.

The ricksha coolie who was charged with assaulting with intent to rob Mr. W. J. Scully and throwing pepper in his eyes, under circumstances already reported in these columns, was placed before Mr. Kemp this morning, when evidence was given by Mr. W. A. Ward as to complainant's leaving the Hongkong Hotel on Thursday night, and driving away in a ricksha. The charge was held proved. Mr. Kemp then asked Mr. Scully how long he was going to remain in the Colony, as he could only give the man six months' hard labour and His Worship did not consider that quite sufficient to meet the offence. Mr. Scully said he would be leaving in a few days, and would not be able to appear to prosecute at the Criminal Sessions. His Worship then said he must in that case, deal with the matter himself, and sent the accused to six months' hard labour. Other arrests are expected to follow.

HONGKONG STAMP REVENUE.

In 1903 there was an increase in the stamp revenue of the Colony of \$25,105.66, the total amount received being \$541,460.21 as against \$515,356.35 in the year previous. The largest increase was under the heading "embossed stamps" which brought in no less than \$124,790.40 more than was the case during 1903, while the greatest decrease was that derived from embossed stamps which showed a falling off of \$71,933.31.

A CANDID THIEF.

Yesterday morning a Chinese detective was patrolling the road at Yaumati, when lying by the side of the thoroughfare, below a bamboo fence, he saw a big bundle which he discovered contained several dozen new table knives. The detective immediately hid himself in the vicinity to await developments. Nor had he long to wait, for in a very short time a launch came along, and from it landed a coolie who went straight to where the parcel lay, and was proceeding to remove it to the launch when the detective stepped up, and asked him where he got all those knives from, and to account for his actions. "I stole them from a steamer," said the man, "but another man has a lot more, and I will take you to him." The detective and his charge then proceeded up the street to a house in which the coolie pointed out a parcel containing some twenty dozen table knives, and the man who had received them from him. The receiver was then also arrested, and the pair of them placed before Mr. J. H. Kemp, at the Magistracy, this morning, charged respectively with the theft of the knives, and receiving stolen goods. They were convicted and fined \$100 each, or three months' hard labour. The goods were discovered to have been stolen from the s.s. *Glenford*, which has now left the harbour, and they now await proof of ownership.

THE WEATHER.

The following report is from Mr. J. L. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 11th at 11.55 a.m. The barometer has fallen slightly at nearly all stations. The anticyclone continues over the interior of China but gradients are rather less steep on the east coast.

They are still steep to the southward. Fresh NE. monsoons will prevail in the Formosa Channel and strong monsoon in the northern part of the China Sea.

Forecast:—Fresh NE. winds, overcast, fair,

HONGKONG AND WHAMPOA DOCK CO., LTD.

Following is the report of the board of directors to the ordinary yearly meeting of shareholders, to be held at the offices of the company, Queen's Buildings, on Monday, the 20th inst., at 12 o'clock noon.

To the shareholders of the Hongkong and Whampoa Dock Company, Limited.

Gentlemen,—The directors have now to submit to you their report, with a statement of accounts for the half-year ended 31st December, 1904.

The net profit for the six months, after paying interest due and all charges, amounts to \$370,159.03 to which has to be added the balance brought forward from last account \$505,471.73

\$875,630.76

and from this have to be deducted:—

Directors' fees \$10,000.00

Auditors' fees 750.00

leaving available for appropriation \$864,880.76

The directors recommend that a dividend for the half-year of 12% or \$300,000, and a bonus of 2% or \$50,000, in all \$350,000, be paid to the shareholders; that \$16,591.66 be written from the value of Kowloon Docks, and the balance \$498,289.10 be carried to the new account.

The tonnage of ships repaired shows some diminution attributable to temporary causes. A large shipyard shed adjoining the ship-builders plant has been completed.

The electrical shop has been extended by removal of the galvanizing and sandblast plant to new quarters.

The entire foreshore frontage has been dredged by the *Canton River* to facilitate repairs of ships alongside.

A large twin screw vessel for the Yangtze, and a survey vessel for the United States Government have been successfully completed.

Mr. J. H. Lewis and the Honourable Mr. C. W. Dickinson having left the Colony, Mr. H. P. White and the Honourable Mr. W. J. Gresson have been invited by the directors to the vacant seats at the board. These appointments require to be confirmed by the shareholders at this meeting.

In accordance with clauses 78 and 85 of the articles of the association Sir C. Paul Chater, Kt., C.M.G., and Mr. J. S. Van Buren retire by rotation, but being eligible offer themselves for re-election.

Sir C. Paul Chater, Kt., C.M.G., has been re-appointed chairman for the year 1905.

AUDITORS.

The accounts have been audited by Messrs. Thomas Arnold and I. U. Jeffries, the directors recommend Messrs. Arnold and Jeffries for re-election.

C. P. CHATER, Chairman.

Hongkong, 10th February, 1905.

THE FOLLOWING ARE THE ACCOUNTS FOR JULY TO DECEMBER, 1904.

ASSETS.

Abandonment.

To Value of Aberdeen Docks, as per last statement, \$100,000.00

Kowloon.

Value of Kowloon Docks, as per last statement, \$2,285,937.85

Less amount since written off, 35,937.85

2,250,000.00

Amount paid in connection with purchase of Hongkong In lots Nos. 63 and 16, 6,000.00

Working expenses of dredger *Canton River* dredging foreshore in front of iron store, &c., 12,675.10

Amount paid on account of removing hill at back of new force, 200.00

Amount paid on account of new Electric Installation, 6,256.00

Amount paid on account of shipyard machine shed extension, 21,373.00

Amount paid on account of new galvanizing shop, 4,638.00

Amount paid on account of new stone piers and wharves, 1,232.00

Amount paid on account of new drawing office, 8,244.56

Cost of new machine for new fitting shop, 5,973.09

Cosmopolitan, 2,316,591.66

Value of Cosmopolitan Dock, as per last statement, 301,890.00

Less amount since written off, 1,890.00

300,000.00

Value of Tug, Dredgers, Launches and Lighters, 434,011.00

Sundry debtors, 35,826.80

Value of material on hand, 1,676,585.24

\$3,193,914.70

LIABILITIES.

By Shareholders for 50,000 shares of \$50 each, fully paid up, \$2,500,000.00

Admiralty loan, 1,100,000.00

Less Repayment, 1,405.18

@ 11.72, 116-1/2, 4,594.15

Marine insurance account, 33,000.00

Sundry creditors, 1,726,243.84

Balance of profit brought forward from last account, \$505,471.73

Profit, 370,159.03

\$3,193,914.70

REVENUE ACCOUNT.

To Interest, 47,824.78

Crown rent, 3,119.05

Fire insurance, 3,170.95

Office expenses, salaries, stationery and rent of head office, 37,365.97

Drawing office expenses and salaries, 21,775.66

To Telegrams.

Legal expenses, 700.00

Marine insurance account, 3,000.00

Towage, 495.32

Profit, 370,159.03

\$ 483,660.76

By Net earnings of the company's three establishments, 481,704.01

Dredger, net earnings, 1,054.52

Bonus on insurance premia, 902.21

\$ 483,660.76

E. & O. E.

Hongkong, 10th February, 1905.

W. B. DIXON, Chief Manager.

THOS. I. ROSE, Secretary.

We have examined the books and vouchers of the company and hereby certify that the above statements are in accordance therewith.

THOS. ARNOLD, Auditors.

H. U. JEFFRIES, Auditors.

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report of 10th inst., Messrs. Benjamin, Kelly and Potts write:—During the past week, business has continued quiet all round and, with the exception of a rise in Canton Insurance and China Sugars, rates remain much the same as last reported.

Banks.—Hongkong and Shanghai Banks are steady at \$720, and the London quotation is unchanged at £75. The directors report that the net profits for the half-year ended 31st December, 1904, including \$1,492,534.31 balance brought forward from last account, and after paying all charges deducting interest paid and due, and making provision for bad and doubtful debts, amount to \$4,745,544.05. From this has to be deducted the sum of \$15,000 remuneration to directors, leaving available for appropriation \$4,730,544.05, which is recommended to dispose of in the following manner:—To transfer to credit of silver reserve fund \$1,000,000, write off bank premises account \$200,000, pay a dividend of £1 10/- and a bonus of £1 per share, and carry forward to new profit and loss account \$1,493,408.75. Nationals have changed hands at \$1.36.

Marine Insurances.—China Traders have again been booked at \$1.58 and Cantons have further advanced to \$2.60. In other stocks under this heading, there is little or no change to report.

Fire Insurances.—Hongkong Fires have strengthened and can be placed at \$340. China Fires remain unaltered at \$93.

Shipping.—Hongkong, Canton and Macao Steamboats are a shade firmer and have buyers at \$16. The following is an extract of the Report of the Directors for the half year ended 31st December last:—After paying running expenses, salaries, premia of insurance, repairs and all other outgoings, there remains, including \$ 6,367.85 brought forward from last account, the sum of \$106,160.88 at credit of profit and loss account. From this amount, the directors recommend that a dividend of \$1 per share be paid to shareholders leaving a balance of \$26,167.88 to be carried forward to new account. Indo-Chinas continue firm and have improved to \$125. Shanghai Tugs are in demand at \$1.50 for the ordinary and \$1.48 for the preference shares.

Refineries.—China Sugars have further appreciated and now close at \$227. Cuzons are wanted at \$224. Perak Sugars have been done in Shanghai at \$15.54.

Mining.—Chinese Engineerings have hardened and are asked for at \$15.74. Raubs are obtainable at \$33.

Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks have advanced to \$210 and are inquired for. Farinams have receded to \$15.52 but shares are wanted at this rate. Kowloon Wharfs are somewhat weaker and can be obtained at \$104 (old) and \$101 (new). Hongkew Wharfs have further risen to \$1.40 and close with buyers at this figure. Geo. Fenwicks are offering at \$43.

Lands, Hotels and Buildings.—Hongkong Lands are on offer at \$134. Shanghai Lands are firm at \$116. According to the report of the directors, the working account for 1904 shows a credit balance of \$1,367,875.25 compared with \$1,362,189.28 for the previous year. The amount at credit of profit and loss account, after deducting the interim dividend of \$1.3 per share paid in July, is \$1,331,734.95 which the directors recommend to divide as follows:—To pay a final dividend of \$1.3 and a bonus of \$1.2 per share (absorbing altogether \$260,000) to transfer \$28,813.05 to reserve fund and \$1,855.24 to equalization of dividend fund, and to carry forward to new account \$1,406,666. Hongkong Hotels are in request at \$141 after sales at the rate. Hotel des Colonies have been placed at \$1.70. In their report for the year ended 31st December, 1904, the directors of the Humphreys' Estate and Finance Company, Limited, state that the net profits for that period amount to \$135,757.48. After deducting remuneration to directors and the general managers, there remains, including \$9,177.04 brought forward from last account, a divisible balance of \$131,358.78 out of which it is proposed to pay a dividend of 90 cents per share on the fully paid up shares, and 2 1/2 cents per share on the 3 1/2 paid shares (absorbing \$119,400.75) and to carry forward \$11,958.03, shares are quoted at \$12.10 ex dividend.

Cotton Mills.—Hongkong Cottons have found buyers at \$12. Quotations for the Northern Mills are practically unchanged.

Cigar Companies.—Sumatras continue in demand at \$1.67.

Miscellaneous.—Green Island Cements have changed hands and more shares can be placed at \$28. Electric (old) have been done and are still wanted at \$15; the new shares have buyers at \$9. The report and statement of accounts of the Shanghai Pulp and Paper Company, Limited, for the year ended 31st December, 1904, have been published. Inclusive of the balance of \$1,228.56 brought forward from last year, the profit and loss account shows a credit balance of \$1,93,600.03.

An interim dividend of Tls. 6 per share was declared and paid in July. New additions and repairs during the year amounting to Tls. 6,091.84 have been written off, as well as Tls. 2,500 for depreciation, besides setting aside Tls. 15,000 for Reserve. From the balance of Tls. 42,068.19 at the credit of profit and loss account, the directors propose to pay a final dividend of Tls. 8 per share, carrying forward Tls. 6,068.19. Shares have been dealt in at Tls. 155. Central Stores (new issue) have been disposed of at \$61. Maatschappij tot Mijlo, Bosch-en Landbouweexploitatie in Langkat, Limited, has issued its report and accounts for the twelve months ended 31st October, 1904. The working account shows a surplus of Tls. 4,227,202.75 on the year's operations and the amount has been transferred to profit and loss account. After deducting (a) Tls. 875,000, amount of four interim dividends paid during the year, (b) Tls. 193,540.55, amount placed to reserve fund, bringing total up to Tls. 528,210.38 which leaves only Tls. 10,289.62 to complete the account in accordance with the statutes of the Company, and (c) Tls. 150,000, amount written off various accounts, there remains at credit of profit and loss account a balance of Tls. 35,049.33 to be carried forward. Shares remain in request at Tls. 27 1/2.

To-day's Advertisements.

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"CAPRI," Captain Belsito, will be despatched as above, on WEDNESDAY, the 15th instant, at Noon, instead of as previously advertised.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 11th February, 1905. [228]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Oceana*. From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 10th February, 1905. [2]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH AND LONDON.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACHILLES"	16th February.
GLASGOW and LIVERPOOL	"PINGSUEY"	3rd March.
GLASGOW and LIVERPOOL	"ANTENOR"	5th March.
GLASGOW and LIVERPOOL	"ULYSSES"	7th March.
GLASGOW and LIVERPOOL	"PYRRHUS"	10th March.
GLASGOW and LIVERPOOL	"MACHAON"	13th March.
GLASGOW and LIVERPOOL	"ALCINOUS"	16th March.
GLASGOW and LIVERPOOL	"OANFA"	19th March.
GLASGOW and LIVERPOOL	"KAISOW"	21st March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	24th March.

FROM S.S. "ACHILLES" from U. K. left Singapore at noon on the 10th inst., and is due here at noon on the 16th.

HOMEWARDS.

FOR AMSTERDAM, LONDON & ANTWERP "GLAUCUS" 14th February.
 "GENOA, MARSEILLES & L'POOL" "AJAX" 20th February.
 "AMSTERDAM, LONDON & ANTWERP" "IDOMENEUS" 28th February.
 "AMSTERDAM, LONDON & ANTWERP" "STENTOR" 14th March.
 "GENOA, MARSEILLES & L'POOL" "PATROCLUS" 20th March.
 "AMSTERDAM, LONDON & ANTWERP" "ACHILLES" 28th March.
 "AMSTERDAM, LONDON & ANTWERP" "MACHAON" 11th April.
 "GENOA, MARSEILLES & L'POOL" "ALCINOUS" 20th April.
 "AMSTERDAM, LONDON & ANTWERP" "KAISOW" 25th April.

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and "PINGSUEY" 6th March.
 all PACIFIC COAST PORTS, via
 NAGASAKI, KOBE and YOKOHAMA "OANFA" 24th March.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th February, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWANGSE"†	13th February.
MANILA	"TAMING"†	14th "
SHANGHAI	"TAIWAN"†	14th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"†	14th "
SHANGHAI	"HUPEH"†	18th "
CEBU and ILOILO	"SUNGKIANG"†	20th "
CEBU and ILOILO	"OHANGSHA"†	22nd "
TIENSIN	"KATFONG"†	23rd "
TIENSIN	"KANBU"†	25th "
TIENSIN	"CHILLY"†	28th "

† The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENTS.)

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th February, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 18th Feb., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 25th Feb., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th February, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship

Tons

Captain

For

Sailing Dates

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Bahle	February 13th, 1905.
"ARAGONIA"	5,198	Schuldt	March 5th, "
"NICOMEDIA"	4,370	Wagner	March 31st, "
"NUMANTIA"	4,370	Brehmer	April 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For freight rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 11th October, 1904.

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,
45, DES VUEX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 11th October, 1904.

NOTICE.

BOO CHEONG, of No. 20, Pottinger Street, has always on hand

FIRST-CLASS WRITING AND PRINTING PAPERS, AND STATIONERY

of every variety.

Hongkong, 24th November, 1904.

[6]

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First-Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
 "KWONG CHOW" 1,300 J. P. MARTIN.
 "KWONG TUNG" 1,338 H. W. WALKER.
 Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 a.m. every evening (Sunday excepted).
 These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD.; and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$5.00 for Single Journey.
 2nd ".....1.50
 Meals 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.
 FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.
 Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, 50 cents; 3rd Class, Single Ticket, 50 cents; Return, 25 cents.
 TIPPIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.
 First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.
 The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, will be despatched as above, on FRIDAY, the 17th instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th February, 1905.

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REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904.

About

"SATSUMA" 20th Feb., 1905.

"RICHMOND CASTLE" 4th March.

"SAINT PILLANS" 17th "

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 9th February, 1905.

[6]

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and Queens-
land Ports, and taking through Cargo
to Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above, on TUESDAY, the 14th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th February, 1905.

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FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR."

Captain J. G. Oliffert, will be despatched for the above Ports, on TUESDAY, the 14th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 8th February, 1905.

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Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAPAN."

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. "Oriental."

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 10th February, 1905.

[2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEKIN."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th February, 1905.

[3]

S.S. "CALEDONIAN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex S.S. "Caledonian," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 13th February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 13th February, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 13th February, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU,
Acting Agent.

Hongkong, 6th February, 1905.

[7]

Consignees.

NOTICE TO CONSIGNEES.

FROM PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR."

having arrived, from the above Ports, Consignees of Cargo are hereby requested to take delivery of their Goods from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 10th February, 1905.

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THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "ARABIA."

FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 8th February, 1905.

[12]

NOTICE TO CONSIGNEES.

STEAMSHIP "GERMANICUS,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 8th February, 1905.

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Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART-DECORATOR,
from Shanghai, has opened a

FURNITURE STORE

at

No. 45, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction.

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

[60]

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.PORTRAITS, GROUPS AND ENLAR-
GING AND COPYING in all Sizes.</

Mails.

MESSAGERIES
MARITIMES

[FRENCH MAIL STEAMERS.]



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIE."

Captain Broc, will be despatched for
MARSEILLES on TUESDAY, the 21st
February, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. CALEDONNIEN 7th March.

S.S. OCEANNIEN 21st March.

S.S. TOURANE 4th April.

L. BRIDOU,

Acting Agent.

Hongkong, 8th February, 1905. [7]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 25th
February, at Noon, taking Passengers and
Cargo for the above ports in connection with
the Company's S.S. *Atangolia*, 9,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*,
due in London on the 8th April, 1905.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 11th February, 1905. [12]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Hyades</i>	3,753	Geo. Wright	Ab. Feb. 21
<i>Platades</i>	3,753	F. G. Purington	Mar. 15
<i>Shawmut</i>	9,606	E. V. Roberts	" 24
<i>Lyra</i>	4,417	G. V. Williams	"

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Shawmut..... 9,606 E. V. Roberts/Ab. Mar. 14
Tremont..... 9,606 T. W. Garlick, " April 14

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 9th February, 1905. [8]

NOTICE OF REMOVAL.

A FOOK & Co.,

SHIP AND HOUSE COMPRADORES,
have this day
REMOVED

TO
NO. 12, POTTINGER STREET,
(opposite their old establishment).
Hongkong, 24th November, 1904. [64]

For Sale.

TINTO PASTO.

A VERY LIGHT WINE, Bottled in
Lisbon. Price \$5.50 per Case of
12 Bottles (Quarts).

J. M. G. PEREIRA,

18, Shelley Street.

Hongkong, 8th February, 1905. [223]

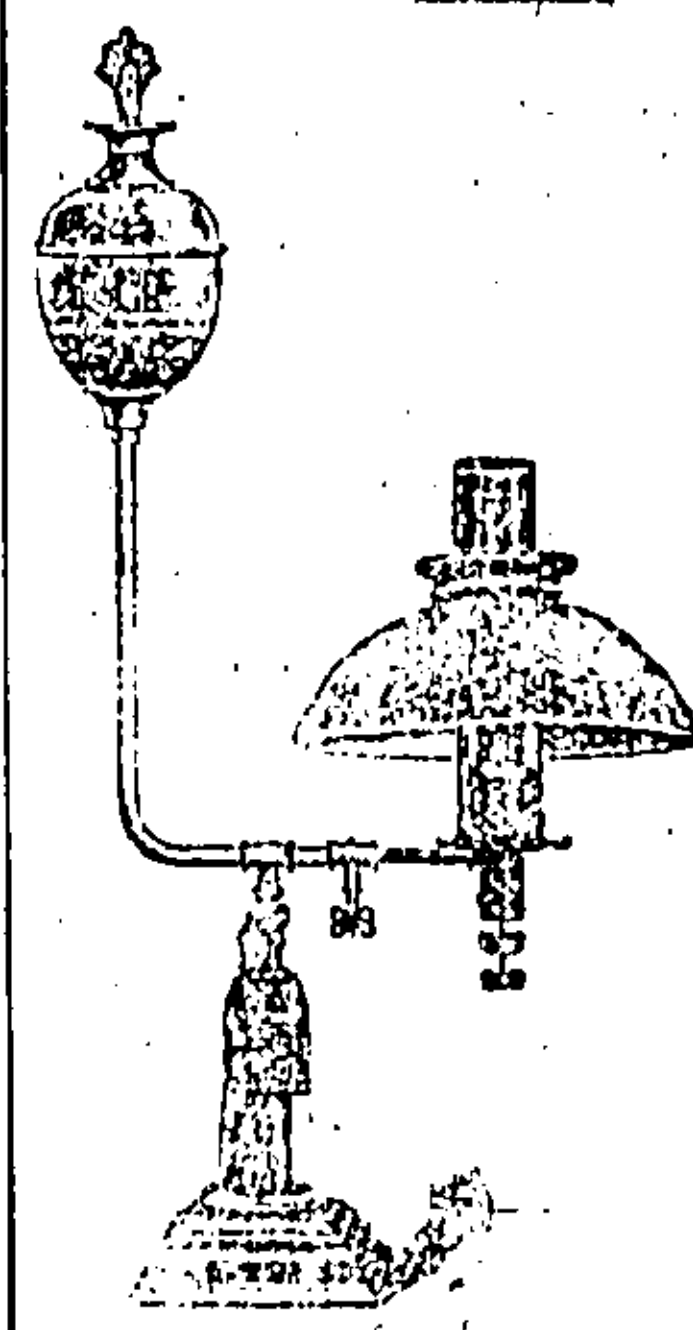
FOR SALE OR TO LET,
AT THE PEAK.

NOS. 2 AND 3, GOUGH HILL.

A N ELEVEN-ROOMED HOUSE, with
Dressing, Drying and Bath-room; partly
furnished; distant thirteen minutes by chair
from the Tram; fitted with superior baths and
with hot and cold water; large Kitchen;
Laundry and Servants' Quarters. Can be used
as one dwelling or divided into two.

For Particulars and Terms, apply to—
SHEWAN, TOMES & Co.
Hongkong, 30th December, 1904. [1971]

FOR SALE.



INCANDESCENT,
Gasoline,
Lamps of all
descriptions
from the best
makers.

Incandescent
Lamps, all
descriptions,
Globe, Shade,
&c., for
Gasoline and
Gas Lamps at
the most
moderate
prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of
the best kind
kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 16th November, 1904. [54]

To Let.

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [71]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

TO LET.

NO. 1, RIPLEY TERRACE.

"HATHERLEIGH," a detached resi-
dence with Tennis Court on CONDUIT
ROAD.

A HOUSE in WONG NEI CHONG ROAD.
FLATS in MORETON TERRACE, facing
Pole Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 25th January, 1905. [69]

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD. Comfortable and
Airtight Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
and to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleaned and colour-washed, in flats
or whole.

Apply to—
S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

TO LET.

GODOWNS Nos. 100 and 101, Praya East,
with Water Frontage.

Apply to—

"VICTORIA BUILDINGS."
Hongkong, 28th December, 1904. [1974]

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsim
Tsa Tsui, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 6th January, 1905. [104]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.	
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$1,492,554	{ Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904..... }	{ \$720 London 7/5 \$36 sales }	
National Bank of China, Limited.....	99,925	£7	£7	{ \$1,400,000 81,739 }	\$21,668	\$2 (London 3/6) for 1903	5 1/2 % \$260	
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739 }	\$150,494	\$17 for 1903	6 1/2 % \$260	
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$185,000 \$151,992 \$32,366 \$371,445 }	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 % \$58 1/2 sales	
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 800,000 \$1,850,000 \$200,000 \$472,749 \$893,111 \$846,773 \$700,000 \$37,794 \$1,000,000 \$125,675 \$2,561 \$1,170,288 }	Tls. 217,119	Final of 10/- making £1 for 1903	8 % Tls. 95 sellers	
Union Insurance Society of Canton Limited	10,000	\$250	\$100	{ \$1,850,000 \$200,000 \$472,749 \$893,111 \$846,773 \$700,000 \$37,794 \$1,000,000 \$125,675 \$2,561 \$1,170,288 }	\$2,078,997	\$35 for 1903	5 % \$700 sellers	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$200,000 \$472,749 \$893,111 \$846,773 \$700,000 \$37,794 \$1,000,000 \$125,675 \$2,561 \$1,170,288 }	\$486,284	\$12 for 1902	8 % \$160	
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	{ \$1,000,000 \$200,000 \$472,749 \$893,111 \$846,773 \$700,000 \$37,794 \$1,000,000 \$125,675 \$2,561 \$1,170,288 }	\$329,047	\$6 dividend & \$1 bonus for 1902	7 1/2 % \$93	
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	{ \$1,000,000 \$200,000 \$472,749 \$893,111 \$846,773 \$700,000 \$37,794 \$1,000,000 \$125,675 \$2,561 \$1,170,288 }	\$371,110	\$24 1/2 for 1902.....	6 1/2 % \$241 buyers	
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	{ none \$185,000 \$80,935 \$250,000 \$600,000 \$157,555 }	Dr. \$63,123	\$5 for 1900.....	6 % \$23	
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ none \$185,000 \$80,935 \$250,000 \$600,000 \$157,555 }	Nil.	\$3 for year ended 30.6.1903	6 % \$341 buyers	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ none \$185,000 \$80,935 \$250,000 \$600,000 \$157,555 }	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 % \$26 buyers	
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	{ £205,000 £100,000 }	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 % \$125	
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 % Tls. 50 sales	
Do. (Preference)	100,000	£1	£1	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	£58,852	Interim of 1/- (Coupon No. 5) for 1904	9 1/2 % Tls. 48 buyers	
"Shell" Transport and Trading Company, Limited.....	10,000	\$10	\$10	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04 { \$0.90 & b. 20 cts }	5 1/2 % \$38	
"Star" Ferry Company, Limited.....	10,000	\$10	\$10	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$1,287	\$5 for 2nd & 4-year making \$13 for 1903.....	9 % \$140 sellers	
Straits Steamship Company, Limited	5,000	\$100	\$100	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$33,648	\$5 for 2nd & 4-year making \$13 for 1903.....	9 % \$140 sellers	
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 % Tls. 30 sellers	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Dr. \$147,717	Interim of \$5 for 1904	\$227
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Dr. \$73,905	\$3 for 1897.....	...	\$22 1/2 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 1,635	Tls. 2 1/2 for year ending 30.6.04	4 1/2 % Tls. 54 sales	
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	{ £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	£7,820	No. 3 of 1/6	6 % Tls. 7 1/2 buyers	
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	G \$672,093	50 cents making G \$1.00 for 1904	6 % G \$18 1/2 sales	
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	£4,673	No. 12 of 1/- = 48 cents	\$34
Other Companies.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	{ \$70,000 \$10,000 \$250,000 \$505,471 }	\$10,517	\$375 for 1903	8 % \$43 sellers	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	{ \$70,000 \$10,000 \$250,000 \$505,471 }	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 % \$104	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$70,000 \$10,000 \$250,000 \$505,471 }	\$505,471	First year	7 1/2 % \$210 buyers	
Howarth Erskine, Limited	12,000	\$100	\$100	{ \$70,000 \$10,000 \$250,000 \$505,471 }	\$60,000	\$10 dividend & \$2 bonus for first half- year 1904	7 1/2 % \$210 buyers	
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	{ \$70,000 \$10,000 \$250,000 \$505,471 }	\$55,500	\$10 dividend & \$2 bonus for year end. 30/6/04	4 1/2 % \$25	
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	{ \$70,000 \$10,000 \$250,000 \$505,471 }	\$55,500	\$10 dividend & \$2 bonus for 1903	6 1/2 % \$190 buyers	
Do. (Preference)	2,750	\$100	\$100	{ \$70,000 \$10,000 \$250,000 \$505,471 }	\$55,500	\$10 dividend & \$2 bonus for 1903	6 1/2 % \$190 buyers	
S. C. Faraham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ \$70,000 \$10,000 \$250,000 \$505,471 }	\$55,500	\$10 dividend & \$2 bonus for 1903	6 1/2 % \$190 buyers	
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ \$70,000 \$10,000 \$250,000 \$505,471 }	\$55,500	\$10 dividend & \$2 bonus for 1903	6 1/2 % \$190 buyers	
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ \$70,000 \$10,000 \$250,000 \$505,471 }	\$55,500	\$10 dividend & \$2 bonus for 1903	6 1/2 % \$190 buyers	
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	{ \$70,000 \$10,000 \$250,000 \$505,471 }	\$55,500	\$10 dividend & \$2 bonus for 1903	6 1/2 % \$190 buyers	
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$9,989	\$2 1/2 for year ended 30.6.1904	9 % \$27 sales	
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 41,000	Interim of Tls. 4	6 % Tls. 150 sellers	
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 555	Interim of Tls. 2	6 % Tls. 55	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$11,668	\$5 for first half-year 1904	7 1/2 % \$141 buyers	
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$37,875	Final of \$6 making \$12 for 1904	9 % \$134	
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 % Tls. 19 buyers	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$11,958	90 cents for 1904	7 1/2 % \$12.10 ex div.	
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$377	\$3 for 1904.....	8 % \$37 buyers	
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 37,634	Interim of Tls. 3 for 1904	7 % Tls. 116 buyers	
Tientsin Hotel des Colonies, Limited.....	1,400	Tls. 50	Tls. 50	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Dr. Tls. 2,132	Interim of Tls. 3 1/2	Tls. 44 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 54,626	Interim of Tls. 3 for 1904	7 % Tls. 125 sales	
Wei-hai-wei Land and Building Company, Limited.....	3,764	Tls. 25	Tls. 25	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 5,150	None	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$1,247	Final of \$1.70 making \$3.20 for 1904	5 1/2 % \$57	
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd....	15,000	Tls. 50	Tls. 50	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 11,655	Tls. 4 for year ended 31.10.1903	17 1/2 % Tls. 23	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$22,862	50 cents for the year ending 31.7.04	3 1/2 % \$13 sales	
International Cotton Manufacturing Company, Ltd....	10,000	Tls. 75	Tls. 75	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 13,629	Interim of 3 % a/c 1898	Tls. 24 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	Tls. 25
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 26,389	4 % for 1897	Tls. 150
GLAZES AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$779	\$125 for year ending 30.6.1900	\$100 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	...	First year	\$6 1/2
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 1,091	Interim of Tls. 3	9 % Tls. 67 buyers	
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$10	\$10	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$2,883	Interim of 50 cents for 1904	8 % \$12 1/2 sales	
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	£161	6d. per share for 1903	5 1/2 % \$5 1/2	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$596	\$3 for 1903	7 1/2 % \$20 sellers	
Central Stores, Limited	6,000	\$15	\$12	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$1,253	Interim of \$1.20 for 1904	11 1/2 % \$21 sellers	
Do. (Founders)	123	\$15	\$7 1/2	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	First year	None	8 1/2 % \$24 sales	
Do. (New Issue)	24,000	\$12	\$12	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Nil.	Preferential of 7 per cent for 1904	4 1/2 % \$15	
China-Borneo Company, Limited	60,000	Tls. 50	Tls. 50	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 1,942	60 cents for 1903	8 1/2 % Tls. 74 sales	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ none £40,000 £4,116 \$50,000 \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	Tls. 3,739	Tls. 6 for 1903	8 1/2 % \$10	
China Light and Power Company, Limited	30,000	\$10	\$10	{ none £40,000 £4,116 \$50,000 \$15,093 \$400				